

The Hongkong Telegraph.

(ESTABLISHED 1851.)
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October 22, 1913. Temperature a.m. 70, p.m. 76; Humidity...81, 57.

October 22, 1913. Temperature a.m. 73, p.m. 76; Humidity...81, 71.

WEATHER FORECAST
FINE
Barometer 30.08

2,229 晚四廿月九年丑癸

THURSDAY, OCTOBER 23, 1913.

四拜禮 號三十月十英曆

\$36 PER ANNUM
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TELEGRAMS.

PORTUGUESE TROUBLES.

THE ABORTIVE RISING.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 22.

Censored telegrams from Lisbon show the same fighting took place there in connection with the rising. Large crowds attacked the police station posts, and also the Republican guards. Many of the attackers were arrested and the others fled.

Meeting Raided.
The authorities raided a meeting which was taking place at an embroidery factory near the prison at Limoeiro. All present were arrested after a struggle. It is assumed that a conspiracy was on foot to liberate the prisoners. The Government has announced that it is aware of all the designs of the Monarchists and has the situation in hand.

Complete Failure.
The Portuguese Government has sent a circular to the Legations, announcing the complete failure of an attempted rising over the whole country, in connection with which fighting took place in Lisbon yesterday. The Government declares that the whole country is tranquil, and that none connected with the Army and Navy have participated in any act of rebellion.

The Arrests.
The arrests up to the present, number 100, including, however, besides six police, a number of Naval officers and petty officers, most of whom were captured at the Naval Barracks, and also several people of social standing. The newspapers say that the movement was directed by two Committees, one Civil and the other Military. The signal was to be given by the murder of the Ministers and officials, upon which three columns, organised in the suburbs of Lisbon, were to enter simultaneously. Rising was planned to occur at Oporto, Braga, Evora, and Viana.

The telegraph wires and one railway line were actually cut, but the damage was promptly repaired. Armed bands have appeared at Montalegre, Barco, Alca, Figueira, Ocosel Rodrigo, and Penamoor.

The Governor of Oporto has issued a Proclamation announcing the crushing of the insurrection, and says the movement possessed great ramifications over the whole country.

Spanish Governors Removed.
Reuter's correspondent at Madrid states that it is officially announced that the Governors of the Provinces of Orense and Ponte Vedra, which are adjacent to Portugal, have been relieved of their functions.

Insignificant Incidents.
London, Received Oct. 25.

Reuter's correspondent at Lisbon states that the Government knew that committees in Europe and Brazil were awaiting the disorders. The rioters consisted mainly of small groups of civilians. There were no disturbances in Oporto and the incidents in the other places were insignificant.

RUSSIAN MILITARY SERVICE.

London, Received Oct. 22.
Reuter's correspondent at St. Petersburg states that the Minister of War will shortly submit to the Duma a Bill extending the service to the colours of the one year class by three months.

DOM MANUEL'S CONSORT

London, Received Oct. 22.
Reuter's correspondent at Munich states that Dom Manuel and his Consort have gone to Sigmaringen.

TELEGRAMS.

MEXICAN TROUBLES.

A STARTLING AFFAIR.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 22.

Reuter's correspondent at New York states that a telegram from Mexico says that the constitutional leader, Senor Villa, holds as hostages at Torreón, twelve British subjects and about one hundred French, German, and Spaniards. He declares that all will be sacrificed unless the attempts to re-capture the town are abandoned.

Later.
The Washington Government have made representations to President Huerta demanding the protection of the foreigners detained at Torreón.

Heavy Import Tax.
President Huerta has imposed an increase of 50 per cent. on all imports from the 28th inst. This, in addition to the 10 per cent. already levied, has driven the business people to despair.

Irritation in Washington.
London, Received Oct. 23.
The fact of Sir L. E. G. Carden having presented his credentials to President Huerta the day after the latter's declaration of dictatorship appears to have given umbrage at Washington in view of the latter's declared policy towards President Huerta. Moreover, the statement ascribed to Sir Lionel Carden, that "the United States do not understand the conditions in Mexico," has not tended to allay the irritation.

Some American papers have started the idea that Sir L. Carden really represents Messrs. Parsons' oil interests which the British Government is supporting. Reuter is informed that Britain is solely anxious to see settled conditions obtain and that she recognised Huerta because she believed him to be the best man on the spot.

OLYMPIC FUND.

MORE MONEY NECESSARY.

London, Received Oct. 22.
Speaking at a meeting of the Olympic Games Committee in London, the Chairman said that unless £25,000 was raised by the end of the year, the Committee would not feel justified in continuing the preparations for the sending of a team of athletes to Berlin.

INDIAN ARMY.

NEW COMMANDER-IN-CHIEF.

London, Received Oct. 22.
The Times says that General Sir Beauchamp Duff, G.O.B., K.C.V.O., K.C.S.I., Secretary of the Military Department, India Office, and Chief of Staff in India, 1908-09, has been appointed Commander-in-Chief of His Majesty's Army in India.

AVIATION.

FLIGHT TO CAIRO.

London, Received Oct. 22.
M. D. Aucourt who started from Issy-le-Moulineux, for Schaffhausen on the first stage of a flight to Cairo via Belgrade, Constantinople, Konieh, Aleppo, and Beirut, descended at Sams in a gale.

TELEGRAMS.

HOME POLITICS.

READING BY-ELECTION.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 22.

Mr. G. P. Gooch, ex-M.P. for Bath, who is representing the Liberal interests in the by-election at Reading, states that he is a whole-hearted defender of the Government's past achievements, and also of the present measures.

The Unionist Outlook.
The Reading Unionist papers express much dissatisfaction at the Insurance Act and the Shops Act, both Liberal measures. Captain Leslie Wilson, who opposes Mr. Gooch, will rely chiefly on Unionist opposition to the Home Rule Bill.

The Home Rule Question.
Speaking at Bristol, the Right Hon. C. E. H. Hobhouse, M.P. for the eastern portion of that city, remarked that he was confident that Home Rule could be settled by accord of the two parties.

At Keighley.
Later.
Viscount Lascelles has been appointed Unionist candidate at Keighley. The Women's Liberal Association has passed a resolution pledging itself to support Mr. S. O. Buckmaster, who is a Suffragist.

The Socialists at Reading have adopted a candidate in the person of Mr. Butler, of London, the organiser of the Socialist party.

OPIMUM STOCKS CASE.

Continued from Page 10.
godowns. On September 13, I received six chests on behalf of Mr. Gougey, and these chests have now been removed to David Sassoon's godowns. They were taken there on September 17, and they are there now marked S. 1, 2, 3, 4, 5, 6. These were received from Kowloon godowns. One of the employers of the firm went over to the Kowloon godown with the permit and got these chests on three different occasions. It was the same man on each occasion.

Mr. Slade:—Is that man in Hongkong now?—He has gone to the country because he is very ill.

Mr. Hodgson: Can you tell me if you have any other cases in your godown, marked Z 20 to 32?—No, sir.

Or any cases marked Z 41 to 45?—No.

Or any other cases marked 1 to 6?—No, sir, all the cases with such marks have been moved away.

Did you write that book up yourself?—Yes.

From another book?—I copy it direct from the permit.

And did you in this case copy it from the permit?—Yes, sir.

And when you send the cases out again, do you send the permits allowing them to be moved?—Yes, I look at the mark and the number.

So you saw all the permits authorising removal from your godown to Lee House Street?—Yes.

Did yourself actually see those cases moved into your godown?—Yes.

Isn't it a fact that you only saw the permits and did not look at the goods?—Well I see good come in but I don't weigh them.

You didn't pay and attention to them?—Well as a rule we taken in the goods; that is all. We didn't take much notice of them; they were only there temporary. And there is other kind of goods, not raw opium, constantly removed into our godown.

Have you ever seen Mr. Gougey in your godown?—No.

TELEGRAMS.

BRESLAU SCANDAL.

EIGHT CONVICTIONS.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 22.

A Breslau message states that there have been eight convictions arising out of the scandal reported on September 22. The accused have been sentenced to terms of imprisonment ranging from six months to three years. They include a business manager, a manufacturer, a musician, a schoolmaster and an insurance official.

A telegram dated September 22 stated that the Berlin press contained revelations of a grave scandal at Breslau in which seventy-two schoolgirls were concerned. Fourteen wealthy men had been arrested for meeting the girls at a house, and there had been seven suicides, including an officer and a police official.

Mr. Slade:—Could these cases have been opened in your godown without your knowledge?—Not quite I think.

Mr. Slade:—That is the case for the defence. Well, the submission is that if all the Crown has not established their case, a case competent to obtain a conviction under this Ordinance. First of all the Crown has to prove the case, and, secondly, I have made a complete answer to any case they have made. Now the Ordinance, section 20, is amended by an Ordinance of this year, and it reads:—If any raw opium is found on inspection under this ordinance, to be missing from the place stored in importation or from the place where it is situated elsewhere than has been authorised by any permit, and according to such permit it ought to have been stored, etc.—Now the Crown have not proved that at any time when this opium was held under permit, that the chests were larger than they are at present, and the opium goes to the Kowloon godowns and is weighed in, and then Mr. Gougey applies for a permit. This may be what went on, I don't say it was, of the Kowloon godown and was a small sized chest. It has never been proved as to where when Mr. Gougey applied for it, he thought he was asking for a permit for a big chest, he in fact at that time only had a small chest. They have not proved at any time Mr. Gougey knew of this shrinking taking place. The Ordinance said, "If retention has been ordered elsewhere, it must be so ordered to the permit." There has not a hint or a suggestion in the evidence been given that these chests are not according to the permit, and the permit simply does not specify any size or weight, or any dimensions whatever of any kind or description, and simply says it is marked so and so, chest, and so and so, and nothing else. Therefore they are chests according to that permit and answering the description, and every single requirement of the permit. A permit was applied for and a permit for the removal of these chests into the Lee House Street godown was issued with regard to the identical chests which are in Sassoon's godowns now, and the unfortunate owner thought they were bigger, and thought erroneously, at that time he was applying for a permit to remove these chests, that were thought to be in possession of the full quantity, but were not, and as a matter of fact, it had already been stolen from him, and that was what in fact the permit refers to. What in fact he asked for was a permit to remove other cases in Talati's godowns, and he asked to remove them from there to Sassoon's and they now are altered in any shape, or form. Because the man has had the misfortune to be robbed previously.

TELEGRAMS.

THE AISGILL DISASTER.

DRIVER FOUND GUILTY.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 22.

At the trial of the driver of the second train in the Aisgill disaster on a charge of manslaughter, the jury returned a verdict of guilty. They supplemented their verdict with a recommendation for mercy. Sentence has been deferred.

The Sentence.

London, Received Oct. 23.
The driver of the second train has been sentenced to two months in the Second Division.

ly, the Crown now asks for a large fine because he didn't find it out before them. It is a most extraordinary thing, and if they went to him at the time he would have given them every possible information, and every chance of finding out for themselves and tracking the man who stole it. There was just the possibility of prompt action had been taken on October 1, of being able to get at the perpetrator of the theft; but no, instead of applying to him they simply arrested him without any application of any kind or description. If they were going to make a charge it was easy to have applied to Mr. Gougey and say, "We have made a search of large quantities of opium in certain chests which came in from the Kowloon godowns and what purported to be the same chests, and it is for you to explain. Be careful what you say because it might be used in evidence against you; you are perfectly clear it is probably a criminal charge."

There was no impropriety in asking such a thing. It is quite proper for the defence to do so, but this is a serious error on the part of those conducting operations. If they did that there was a fair chance of getting at the perpetrator of the theft, but what is the use now? You can only go on working secretly and quietly. He said he is taking steps. There is no doubt he is. You don't want to work publicly, you can't work publicly and we have done our best to bring the facts before the court, and I submit that first of all they have not proved in any case at all, the permits we applied for were not for these chests, and that they were not in the same condition as they are now. Supposing it took place on a cargo boat in the process of removing. It is notorious there has been a number of most ingenious thefts in transit across the harbour, and we are aware that there are clever harbour thieves who can get into a securely fastened tin box and fill it up again with worse articles, and then submit the box to the most critical examination. This whilst going across the harbour, I don't know if you remember the blankets case that came before you some two or three years ago, and the marvelous way the harbour thieves worked in that case. It is quite possible, I won't say it was, but it might have been that here. Any way the fact is someone has got away with Mr. Gougey's opium, and the Crown are asking for a heavy fine to be inflicted upon him because he did not discover it before. That is practically that I have nothing to answer.

His Worship: Did this opium ever stand in the defendant's name in Kowloon godowns?

Mr. Hodgson:—No, he declared it after, and applied for it to be granted him.

Mr. Hodgson said:—The Ordinance stipulated, that the opium must be where the permit said it should be, and if it was not then the law said that the man must be liable. It was

TELEGRAMS.

AUSTRIAN EMIGRATION.

TOURIST OFFICE CLOSED.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 22.

A Vienna telegram announces that a tourist office which represented the Uranium Steamship Company has been closed, and the manager arrested on a charge of smuggling emigrants in disguise across the frontier. It is believed that many such emigrants were aboard the Volturo, which was recently burned in the Atlantic.

very necessary, too, in this Colony, because a man must be responsible for bringing stuff into the Colony. If he was responsible, and the opium was not found where it should be, then he was liable. It was not sufficient for him to come into Court and say that the Ordinance was of no use, and that he knew nothing about it. The movements of this opium, the actions of the defendant, and the curious situations in regard to this \$20,000 worth of opium, were, he submitted, extraordinary, and was not the sort of position they would expect to find a man like Mr. Gougey in.

His Worship:—Is there any question of the forfeiture of the opium?

Mr. Hodgson:—No, I think not. If you are with me, with regard to the fine, the Ordinance is curiously worded as to that, and it would mean a very large sum. I leave it to your Worship as to what, possibly, that is assuming you are with me whether it means it must be confined to one chest, or which consignment, or the three consignments in this case.

His Worship:—It says for every chest.

Mr. Slade:—They are taking the missing opium as chests, the charge is missing opium not chests.

Mr. Hodgson:—Missing opium equivalent to fifteen chests.

Mr. Slade:—You say in the charge that it has gone out, you cannot say that the chests are missing.

Mr. Hodgson:—Of course on the evidence, your Worship, parts of all these chests were stored. You cannot mean that the chest means the word, that would be an absurd reading of the Ordinance.

Mr. Slade:—Chest means package.

Mr. Hodgson:—If you are going to contend that a man can take out some of the opium stored in a chest in a godown then you cannot prosecute him.

His Worship:—If there is a possibility of finding fifteen chests it should be stated in the charge, you have only stated a portion.

His Worship:—I may amend the charge. Do you mind Mr. Slade?

Mr. Slade:—No, I don't mind what he amends it.

Mr. Hodgson asked for the charge to be made alternative.

His Worship granted this request and reserved his decision until Wednesday next.

Motor-Cycle Up Ben Nevis.
A 6-h.p. motor-cycle with a side car, driven by Mr. D. Bell, of Glasgow, has climbed to the top of Ben Nevis. Mr. Bell occupied about ten hours in the ascent and two and three-quarter hours in the descent.

Mr. Froest, J. P.
Mr. Froest, formerly chief of the Criminal Investigation Department of Scotland Yard, who is now living a country life in Somerset, where he is a county magistrate, says: "Four days a week I sit on the Bench and every day I take a ten miles walk and play golf."

NEWS FOR BUSY-MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Mr. Buckmaster will re-contest the Keighley seat in the Liberal interest.

The Times announces that Sir Beauchamp Duff has been appointed Commander-in-Chief in India.

Viscount Lascelles has been adopted as the Unionist candidate for the Keighley Division of Yorkshire.

The U. S. Government has made representations to President Huerta demanding the protection of foreigners at Torreón.

The Portuguese Government announces that it knows all the designs of the conspirators, and has the situation in hand.

The driver of the second train in the Aisgill disaster has been found guilty of manslaughter with a recommendation to mercy.

The Governor of Oporto announces the crushing of the insurrection, and also states that the movement has great ramifications.

Mr. Gooch, the Liberal candidate at Reading, says that he is a whole-hearted defender of the past achievements of the Government.

The Rt. Hon. C. E. H. Hobhouse says he is confident that the question of Home Rule will be settled by accord of the two parties.

The Russian Minister of War will shortly submit to the Duma a Bill extending the service with the colours of the one-year class by three months.

The Mexican constitutional leader Villa holds as hostages at Torreón, twelve British and about a hundred French, German and Spanish citizens.

The Portuguese Government has circularised the Legations announcing the complete failure of an attempted rising throughout the whole country.

President Huerta has imposed an increase of 50 per cent. on all imports from and including October 28. This has driven business men to despair.

LOCAL.

The cast for "Twelfth Night" is given today.

A full report of the opium stocks case appears in to-day's issue.

A meeting of the Legislative Council was held this afternoon when the estimates were discussed.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.

Saturday, October 25.
Extraordinary General Meeting Hongkong Hotel Co.—noon.
"Twelfth Night," Theatre Royal—9.15 p.m.

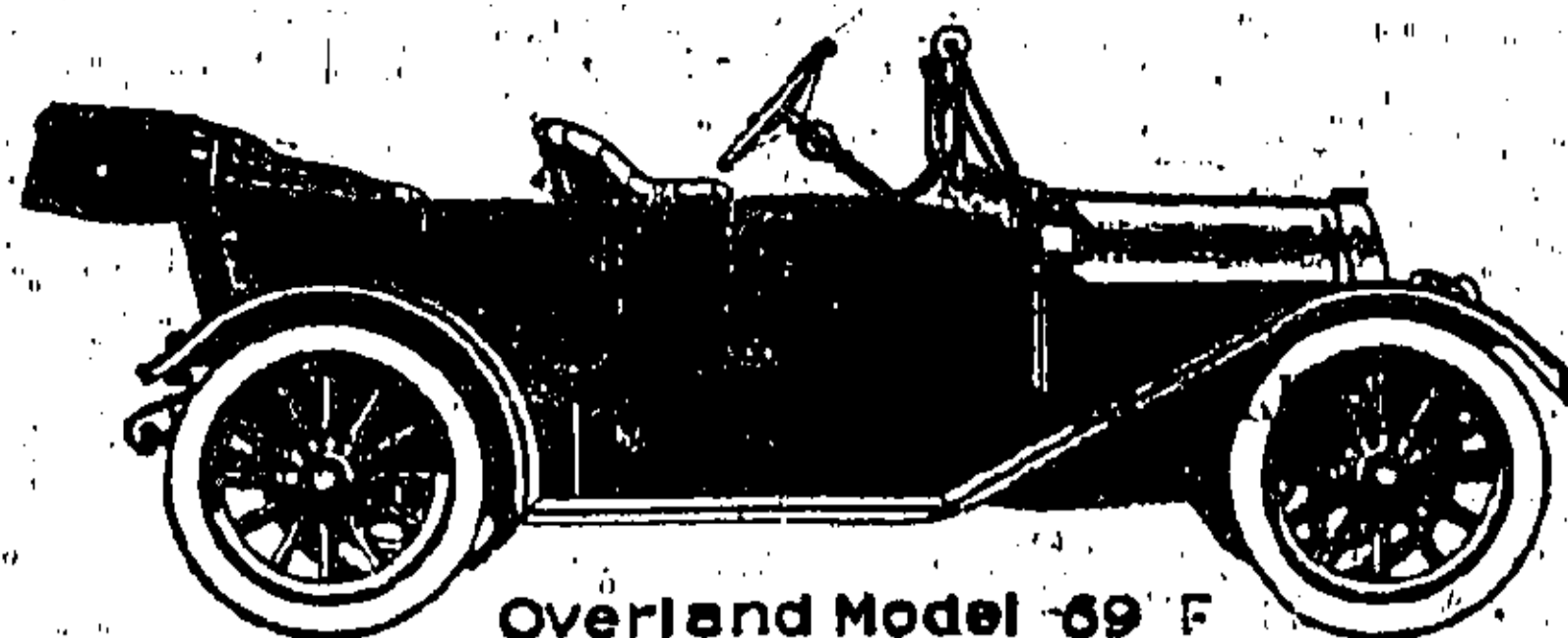
Tuesday, October 28.
"Twelfth Night," Theatre Royal—9.15 p.m.

Wednesday, October 29.
Half Yearly Meeting—Jockey Club—noon.

Thursday, October 30.
"Twelfth Night," Theatre Royal—9.15 p.m.
G. P. Lamont's Auction Sale Machinery—11 a.m. Yaumati.

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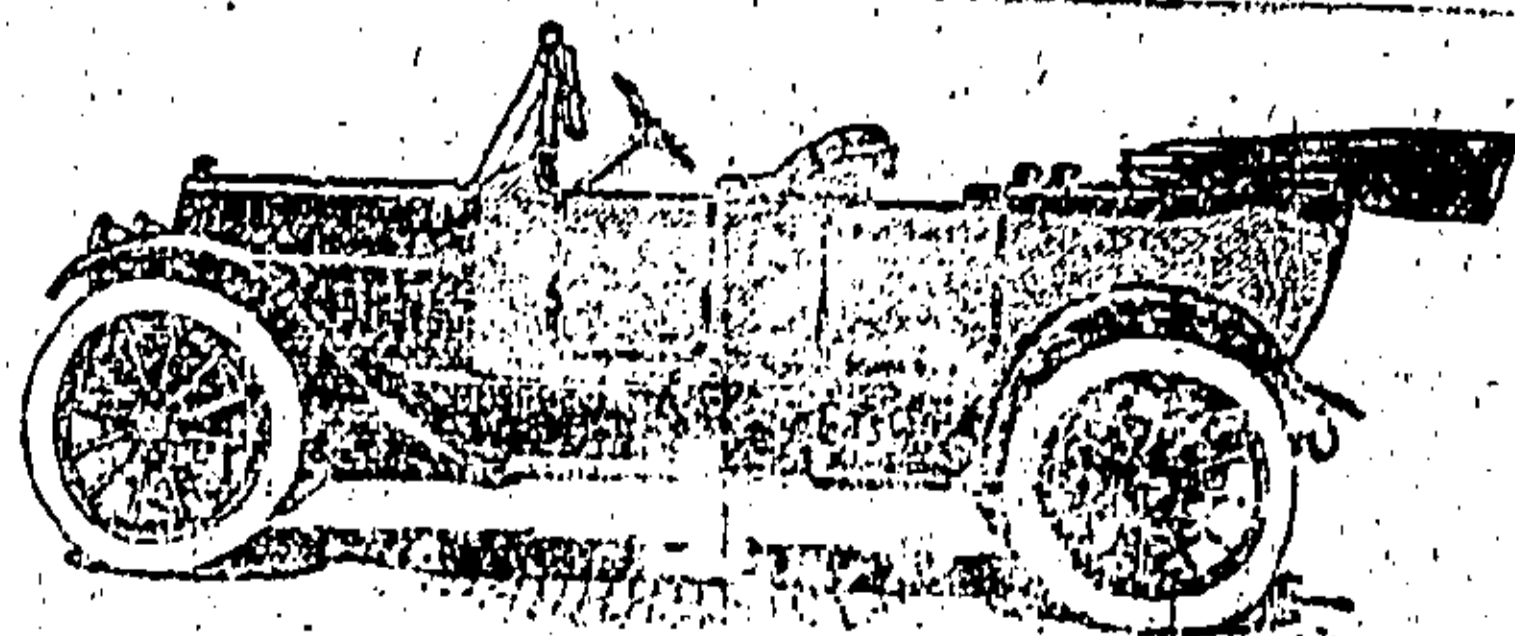
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Hongkong, 16th August, 1901

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"YOMARU 24-9-13	6-11-13	"SYRIA 29-10-13	5-12-13
"MORSE 1-10-13	16-11-13	"KAMO MARU 31-10-13	7-12-13
"KIRAKO MARU 8-10-13	20-11-13	"SUMATRA 12-11-13	27-12-13

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Hongkong, 19th July, 1913

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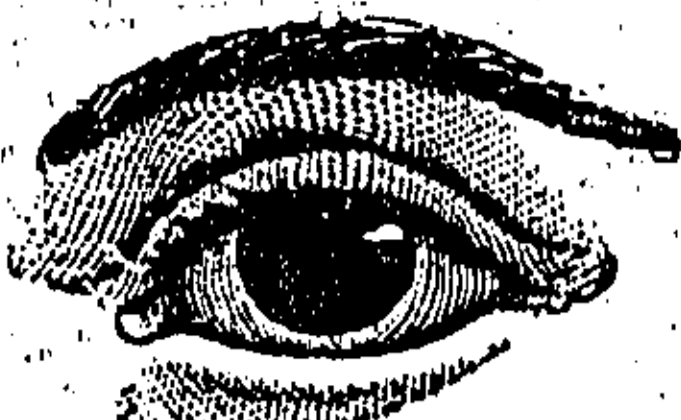
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South China Morning Post.

Policies in the Crucible.

Most violent reforms are contemplated, according to rumour, under the new regime in the Philippines, not the least of which is the motion already submitted by a Filipino delegate that Baguio, the Simla of the islands, should be practically abandoned by the Government. It is an open secret that for many years President Taft, who was formerly Governor of the Philippines, urged more than once that the efforts of the higher officials should be focussed on the making of Baguio as a mountain resort, and millions of pesos have been spent to this end since the occupation. Evidently the idea prevails that the wastage of money on the costly zigzag road should end abruptly; and that further investment of Government funds in institutions in the highlands should cease. This is a momentous question to the Philippines, and while many deplore the expenditure which has been lavished and lost on the scenic road to Baguio, there are hundreds who will regret the abandonment of the place as a delightful resort which in the past has been favoured by the Government and residents of Manila.

Daily Press.

Wireless for Hongkong.

A fortnight ago in some comments on the Colonial Estimates for 1914 we drew attention to the omission of H.E. the Officer-Administering the Government to give any explanation of the delay which has taken place in providing the Colony with the long-promised wireless station, for which a vote of \$100,000 was included in the Estimates for the current year, and we expressed a hope that some statement on the subject would be forthcoming when the Estimates came up for discussion. We were not aware at the time that the Chamber of Commerce had already been in communication with the Government with reference to this question. To-day we are able to publish the correspondence. The letter of the Secretary to the Chamber recalls a letter received from the Government in December last year, saying: "His Excellency the Governor now proposes to ask the Secretary of State to call for tenders through the Crown Agents for the Colonies for 5-kilowatt station." In the succeeding nine months, nothing further has been heard of the matter, and the Chamber asks the Government whether it is in a position to make any further statement on the subject, and whether an assurance can be given that steps are being taken to equip the port with a wireless telegraph station, an answer is returned which must raise a smile in every business.

China Mail.

Causes in Existing Labour Unrest.

The prevailing epidemic in labour disputes at home is serious, more, perhaps, because of the evidence it affords of the attitude of mind of the workers generally than of the immediate causes of the many stoppages of work. These causes are in themselves more or less trivial, and the immediate circumstances attending the disputes might be regarded with some degree of complacency; but, because of their accumulative effect on industry, their correlation to each other, and the underlying principles involved, they demand the attention of all interested in the industrial future of the country. We are not disposed to be pessimistic, because time brings a certain degree of reflection, and it may be, also, a clearer conception of the responsibilities resting alike on the employer and employee. Formerly the organisation of labour in trade unions was confined to skilled artisans.

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OPIUM STOCKS CASE.

The Case for the Defence

Yesterday in the Police Court before J. R. Wood the hearing of the case was continued in which Ivor Gourgey was charged;—For that upon a search being made at No. 10 Ice House Street, Victoria, in this Colony on October 1, certain Persian opium being the equivalent of the amount that would be ordinarily contained in fifteen chests of Persian opium stored in the name of Ivor Gourgey at No. 10 Ice House Street, was found to be missing from No. 10 Ice House Street being the place where according to the permit authorising its storage such Persian opium ought to have been found stored.

Mr P. M. Hodgson appeared for the Crown, and Mr M. W. Slade K. C., instructed by Mr W. E. L. Shenton, of Messrs Deacon, Looker, Deacon and Heston, for the defence.

The following transpired after we had gone to press.

Ivor Gourgey said:—I am the defendant on this summons, and I imported a quantity of Persian opium the subject matter of this charge.

Mr Slade:—I want to take the facts very shortly; they are all undisputed facts. Did you from your advice, accept and receive chests of opium materially larger than the chests which are at present in Sassoon's godowns?—Yes and from the gross weight of the chests according to the advice I received I expected to receive chests which were, according to the evidence, the weight of these chests. The first time I saw the chests marked in this way was after I was arrested. That was the ones I expected to receive. Before I was arrested no one from the Revenue of this Colony asked me for any explanation, or made any inquiries from me with regard to the missing opium. The first intimation I received of any complaints that my opium was missing was on the morning that I was arrested.

Mr Slade:—Now, with regard to the sizes of chests in which Persian opium is imported into this Colony and in the case of Persian opium which is re-exported from Bombay after being landed in Bombay, is there any limit in the sizes of the chest?—Well they are not allowed over 140 lbs. net.

And what are the weights in practice as regards Persian opium—what is in practice, the limit of the net weight per chest, between 140 lbs., and what?—It varies from 150 to 160.

But the lower limit?—About 114 or 115 lbs.

Now, with regard to opium not landed in Bombay, according to your experience, at what weight do chests run, net weight?—Well it all depends on the shipper—what weight he likes.

Apart from your own experience, by what weight do you receive Persian opium in chests?—Three hundred pounds.

Net weight?—Yes.

Is Persian opium sold in Hongkong here by the chest or in what way?—By weight.

Is there any mercantile reason why the chests should contain any specified amount, more or less?—No, none.

Mr. Hodgson:—Mr. Gourgey, can you tell me when you imported that 300 lbs. or when the last chest of extra size from the Kowloon godown?—I can not tell you which is which, because they vary in weights a few pounds.

But is it one of these chests your are referring to?—Well some of them 280 and 200 and 300. I cannot tell you which is which.

That part of those chests, that is what I want to know, now in Kowloon godown?—I don't know.

You say you have imported chests of 300 lbs?—That is the first lot.

You mean the subject matter of this charge?—Yes.

I only want to make quite sure. But the others are about the same.

Now with regard to these permits or applications for permits of removal, do you consider they were applications for permits for removal from the Kowloon Godown to Daddell street and Duddell Street to, say, Ice House Street?—Do you think they were for these extra-sized chests?—Yes, Yes.

I suppose for the cases that were in the Talati godown.

And the extra-sized chests that were landed in the Kowloon Godown?—No, they were landed there.

And these permits relate specifically to those that were landed in Kowloon Godowns?—I got permits for every separate lot.

Let us confine ourselves to the particular chests found in the godown.

Mr Slade:—It is a matter of some importance because they were not all together. I got a permit for its removal.

Mr Hodgson:—I know my friend's point of law. I will take it separately.

Mr Slade:—I supposed all the time they were big chests.

Mr Hodgson:—Now, Mr. Gourgey, let me ask you this: the permit you got for removal of chests from the China, you supposed the permit was for goods landed from the China into the godown at Kowloon, and to be transferred into the Talati godowns?—Yes.

And did you suppose the permits for removal from Talati godown to 10 Ice House Street were the permits for the same chests?—Yes.

Did you get the same answer to the chests landed from the Iyo Maru and the Tango Maru?—Yes.

Now, Mr. Gourgey, I want to take you through shortly—you will correct me if I am wrong,—your dealings in opium in this Colony in the last year or so.

Now, can you remember whether you purchased from E. D. Sassoon and Company twenty-one chests on October 25, 1912?—How can I remember.

Well, have you any record of this at all?—I will see. I may have some.

Surely, Mr. Gourgey, you must have some record of these purchases?—Yes, but I can't tell you unless I find out.

On October 26, next day, you imported through Bombay four chests. You remember? And twenty-five chests in all were exported to London on November 23 a month later?—I cannot remember unless I see to them.

His Worship:—Would you like to have records?

Mr. Hodgson:—I should like to have records. Of course, I quite realise he cannot definitely remember. I could not do so myself, I am quite sure. At the same time I want to put this to you, and I will give my friend, Mr. Slade, the list afterwards, and you will be entitled to refute it if you like—it may not be necessary. On December 6, 1912, you imported through Bombay eighteen chests. Do you remember that?—Unless I see my books I cannot say.

It is quite possible? You don't deny it?—It is quite possible.

I don't wish to trap you in any way.—No, I know you don't.

On December 12, you purchased from Messrs E. D. Sassoon another twelve chests?—I cannot say unless I see my books.

And on December 24, you purchased from P. P. Talati nine chests?—I cannot remember.

And that makes thirty-seven chests. And these thirty-seven chests were exported to London on January 1, 1913?—Yes, I can remember that.

You may not remember the actual dates, but you might easily remember the exportations. There are not many in the course of a year. On January 23 you imported through Bombay fifteen chests, and on April 12 two chests the same way?—I cannot say.

And on May 6—that is seventeen chests—and on May 6 you exported those seventeen chests to London?—I remember that.

And on May 9 you imported, three days later, through Bombay, six chests?—I cannot remember.

It is difficult to remember importations. I quite realise that. You purchased from Mr. F. P. Talati five and a half chests, and you imported through Bombay sixteen chests the same day. That is twenty-seven and a half chests, and thirty one and a half were exported to London on July 15?—I cannot say.

Do you know it was in July?—I cannot tell you.

You have some record of that, haven't you?—I suppose so.

Now, assuming those were all correct, Mr. Gourgey, those were all exported to London?—Yes, Yes.

Can you tell me any other places that you have exported opium to?—Sometimes it comes from London to Singapore.

No, I mean from here. I don't mean from London. You haven't exported anywhere except to London?—Well, of course, according to instructions from clients. I have exported according to instructions from clients.

That is not my question, Mr. Gourgey. My question is have you exported to anywhere from here except to London?—No, because it is the only place that it is allowed to go to.

Now all these chests that you imported and exported again were all small chests?—Yes.

Now on July 2, you imported four chests, extra size, the subject matter of one of these charges or connected with the charges?—Yes I ordered fifteen chests.

His Worship:—The four extra sized chests are not the subject of this charge, are they?—

Mr Hodgson:—Not the ones marked "extra size."

His Worship:—Where are we now?

Mr Hodgson:—The four chests by the China, I think came from London, Mr. Gourgey?—Yes.

Now can you tell me, Mr. Gourgey, why you have suddenly taken to importing these extra big chests?—It is the shipper's wish; it isn't for me to import them, as it is sold here by weight and not by chest.

Can you tell me who the shippers were in respect to the first from the China?—You have the bill of lading; the name is there.

They are all the same shipper?—Yes.

All the fifteen cases?—Yes.

And when you shipped these cases to London, did you ship them by the same people?—It all depends; as I am instructed by the different people.

Why did you not when you made your declaration of the importation of these chests state they were extra sized chests?—It never occurred to me.

Have you ever known of anybody else bringing extra sized chests?—I cannot say for certain, but I have heard so.

But do you know?—I don't know for certain.

At any rate you will admit it is unusual?—Well it is sold by weight so it doesn't matter at all.

That may be, but it is unusual in the trade Mr. Gourgey to import in extra sized cases?—I have heard that others do import.

But you cannot tell me any definite date. Very well Mr. Gourgey, you know what is generally considered here to be a chest of opium. The size, you know, in your experience in dealing with opium?—In what way.

For instance a chest of opium means a package with raw opium in it of the size and character generally used by merchants for the importation of raw opium?—I don't know anything about that.

But you know the character and size of the opium imported into this Colony is a small size? As far as I know there is no standard chest.

The usual weight, in your experience of dealing with opium; you must have seen a good many of them?—You can import any size and weight.

I know Mr. Gourgey you can import any size and weight without infringing the law, but you know the general chests coming into this Colony to the merchants, are of a general size?—That is through Bombay.

Well you can answer it that way if you like to hedge—coming from Bombay. And it is a fact that nearly all the Persian opium coming into this Colony does come through Bombay?—No, very often they get it from somewhere else.

Where?—From Singapore and from London.

That from Singapore might come through Bombay as well.

Mr. Slade:—It may come through Bagdad, you know. (Laughter).

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Hongkong, 17th Oct., 1913. [966]

Mr. Hodgson:—Therefore, Mr. Gourgey, as far as you are concerned, antiquities recently all your importations were all small chests?—Yes.

Now will you tell me where these big chests, from three ships, the China, the Iyo Maru and Tango Maru were destined for?—For here for sale.

In Hongkong?—Yes. Did you conceive the idea or your shippers to send out extra sized chests—a very smart idea if you did?—It is not a surprising thing they could do so if they like.

His Worship:—Did you advise them to send out extra weights?—No.

Mr. Hodgson:—It is not against you if you if you did.—No.

So as far as you were concerned the idea was entirely conceived by the shippers?—Yes.

Do you agree with me that a permit for the removal of a chest of opium from one place to another would ordinarily mean the removal of a small chest from one place to another, having regard to the trade and conditions in this Colony?—I have no idea about that; the removal is meant for one chest.

Do you agree with me, having regard to the rest of the merchants dealing in opium in this Colony, that the permits should relate to the small chests?—No, because sometimes we get them 180 and 200 lbs., there is no stipulated weight.

I quite agree it is impossible to lay down any definite weight, but

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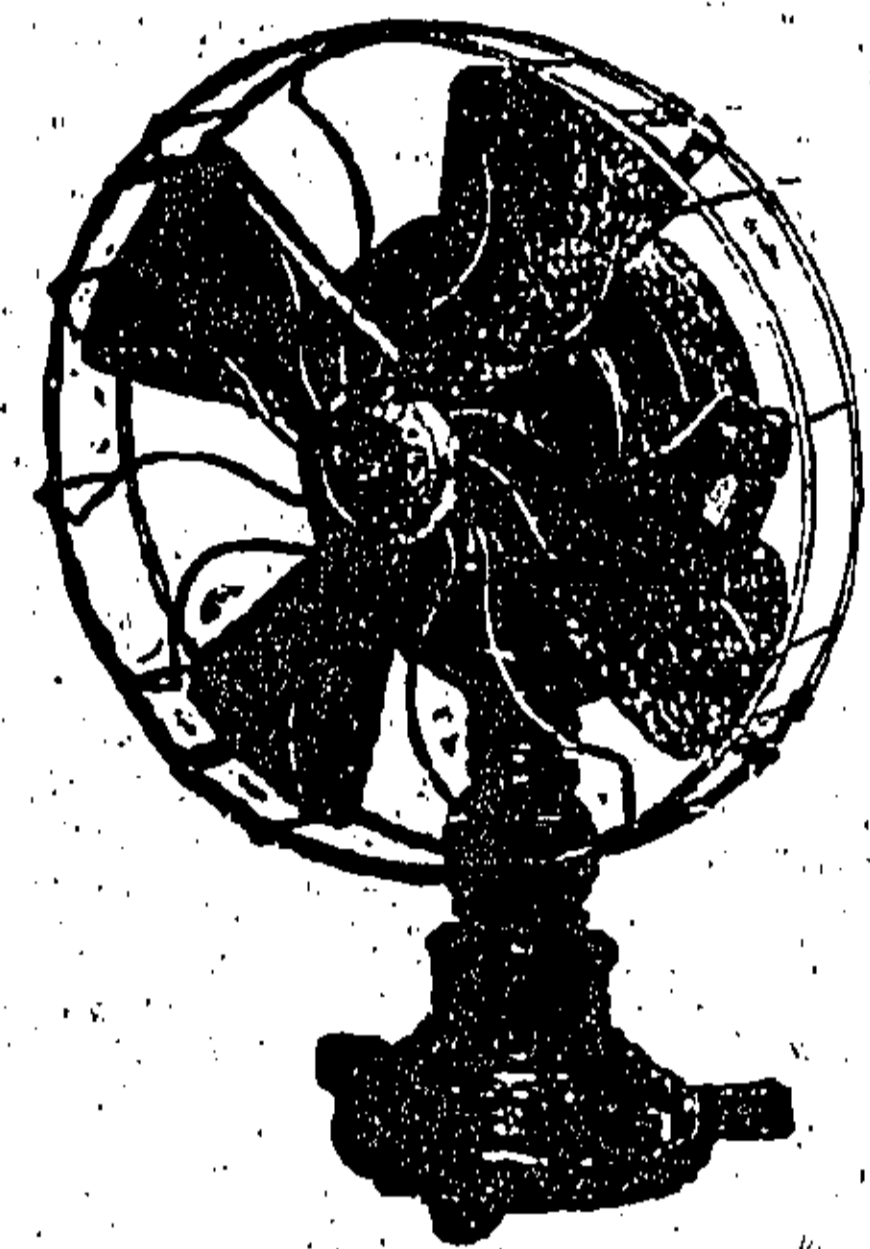
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SCOTCH WHISKY	22.50	1.90
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The Hongkong Telegraph.

HONGKONG, THURSDAY, OCTOBER 23, 1913.

HARDY ANNUALS.

Two subjects of peculiar interest to Hongkong, and each of which has become almost a hardy annual, have again been raised. The first is the promised wireless station regarding which the Chamber of Commerce has been in communication with the Government; the other is the military contribution which the Hon Mr. E. A. Hewett is to raise at this afternoon's meeting of the Legislative Council. The correspondence between the Chamber and the Government does not reveal either progress or sign of progress with the promised wireless installation. In December last the Governor proposed "to call for tenders through the Crown Agents for the Colonies for a 5-kilowatt station." The Colonial Secretary now states that the Crown Agents were instructed in that month—nine months ago. That is all the information that can be given on the subject. The nine months which have since elapsed have been barren of result, so far as anyone in Hongkong appears to know. The Colonial Secretary soothingly remarks, of course, that "it is reasonable to suppose that there will be no great delay in carrying out the work." If the authorities here regard nine months spent without result as neither here nor there, what period of time is implied in the expression "no great delay?" Is the Hongkong Government content to let the greater part of a year go past, after giving instructions, without asking what is being done to have those instructions carried out? The Chamber of Commerce, in its letter, directs attention to the "urgent need of a wireless station being set up on the Pratas Islands" and trusts "that an early opportunity will be taken by H. M. Government of again pressing this upon the Chinese authorities." After the shocking delay in carrying out its own necessary work here, in the matter of wireless, H. M. Government is about the last to be in a position to urge the Chinese or any other authorities to press forward any matter.

On the question of the military contribution, little need be said. Despite the fate met by the Hon Mr. Hewett's resolution, there is little doubt that the present system on which the contribution is levied—20 per cent. of the Colony's revenue—requires modification in some direction. It may have worked fairly twelve years ago, when it was first instituted, but it does not work fairly now. The matter is made clearer if for the term "Colony's revenue" is substituted "Colony's taxes." The more the revenue progresses—the more it taxes itself for the prosecution of necessary works—the more it has to contribute to the military contribution. To put it in a nutshell, Hongkong has to penalise itself for providing money for its own expansion. For every eighty dollars which the ratepayers find towards building, say, a railway station, or erecting a wireless station, twenty more have to be found for military purposes, whether they are needed or not. No one in Hongkong wishes to shrink, by as much as a dollar, Hongkong's share of the burden of Empire. But that share should be an equitable share, and it is not so as matters stand.

What of Baguio?

A cutting from the *Cable News American* yesterday stated that Delegate Apacible has introduced into the Assembly a resolution providing that Manila shall be the head-quarters of the Philippine government at all times of the year, and without interruption whatever. He claims that it costs the Government \$200,000 a year to go to Baguio and he wants to see the Government property in Baguio sold up, bag and baggage.

Is it Coincidence?

Is it a coincidence that the *Cable News* of the same day has a leader-ette on Baguio? No mention is made of Delegate Apacible's resolution, but it says:—

"We are not opposed to Baguio; in fact we enjoy it thoroughly—after we get there. We would not discourage its legitimate growth. We are opposed to the government pampering and per diems and some other points which may be mentioned later on. We would not have all government support removed but the present transportation, per diem and financial aids to employees might well be modified without prejudice to the public good. As a health resort it is an investment worth conserving but it should be able to, and no doubt can get along without continuing such a lavish expenditure of insular revenue."

What is the Purpose?

Now, what is behind all this? What if it does cost the government \$200,000 a year to go to Baguio? The question is whether it is worth the expenditure of that sum. No man can deny that Government servants can work, and do work, better in Baguio than in Manila. That stands to reason. That is to say, the Philippines government is all the more effective by reason of the transference to Baguio. Can any man estimate the worth of better government in terms of currency? We doubt whether delegate Apacible, or any other delegate, can. For our own part, we should say that better government work is worth almost any sum in reason. Anyhow, we suspect, somehow, that there is more in this resolution than meets the eye and we shall watch for developments. It is worth recalling that a precisely similar transference of Government work was made in Java many years ago. Batavia was discarded and Buitenzorg fixed upon. Buitenzorg stands in mountainous country, some 35 miles from Batavia, is a favourite summer resort, and is found by the Government to ensure, in its servants, better work. What has worked so admirably in Java should work just as well in Manila; and it is to be hoped that this fact will yet be recognised.

ILLUSION EXTRAORDINARY.

Mr. de Villiers and his company are doing good business at the Victoria Theatre. Tomorrow they change their programme, but those who have not yet seen the illusionist should make a point of seeing both the present and the new programme. It is impossible to explain—but does one want to know?—how the tricks are done. One would much rather remain bewildered at the finish than know all about it. It is much better to see Mr. de Villiers change (so to speak) into the young lady who assists him than to learn the explanation.

But tricks are hardly the correct word to employ. There is a quality about the work of Mr. de Villiers which raises it above the ordinary conjuring business, and he is more than a mere performer of clever tricks. In many ways his work is unique. If any doubt is felt on this score, the local gentlemen who assisted in some of the turns will, no doubt, lend their testimony. They were the most mystified of all.

DAY BY DAY.

THE FIRST STEP IN GETTING YOUR OWN IS TO KNOW WHAT YOU WANT.

The Mails.

English Mail.—Arrived to-day per s.s. India.

Siberian Mail.—Closes to-day per s.s. India 5 p.m.

Siberian Mail.—Due per s.s. Delta to-morrow.

Silk Delivered.

The cargo of raw silk shipped on board the s.s. "Australien" which left this port on September 8, was delivered at Lyons on the 11th instant.

Hongkong Club Theft.

Mr. Craik of the Hongkong Club, reports that during the last three weeks some person stole from the club, a pair of sleeve links, a pair of shoes and \$60 in money, to a total value of \$80.

Harbour Collision.

The master of a licensed trading junk has reported to the police that while he was lying alongside the s.s. Jelunga the steam launch Tai-ko Kwai collided with his vessel and did damage to the extent of \$17.

Chimney Fire.

A chimney fire took place yesterday evening at No. 22 Gage Street. It appeared that a beam in the chimney of the cookhouse took fire but the outbreak was put out by the inmates and the police, no damage being done.

Stolen Clothing.

I was recently reported to the police by a director of the Po Wah Insurance Co., living at Bonham Road that \$4,055 worth of clothing had been stolen from his premises. The police have since effected an arrest and this morning a man appeared before Mr. J. R. Wood at the Police Court charged with complicity in the affair. Mr. J. H. Gardner appeared for the prosecution and the prisoner was remanded.

Piracy Prevented.

In consequence of a report that the s.s. On Lee was to be pirated on her voyage out of this harbour yesterday, the Police Officer in charge of No 7 Police Station communicated with the Central Police Station and a body of officers went down to the boat and made search of passengers and cargo. As a result of their efforts two Mauser revolvers were found and two hundred rounds of ammunition. They were found hidden in bags of flour.

LOCAL SPORT.

Hongkong Cricket Club.

The following will represent the Club in a League match on Saturday against Civil Service Cricket Club, at Happy Valley. Play will commence at 2.15 p.m.: R. Hazcock, (Captain), R. N. Anderson, C. E. Buckingham, A. A. Claxton, P. H. Cobb, D. E. Donnelly, A. O. E. Elborough, M. M. Maas, S. S. Moore, G. Norrington, and T. E. Pearce.

Thousands in Chair Pence.

Southend has taken over 28,600 this year for hire of chairs on cliffs and esplanade.

COMPANY MEETING.

Headwaters Mining Co., Inc.

A meeting of shareholders in the above company was held at the Hongkong Hotel yesterday afternoon. Those present were Dr. J. W. Noble (president) in the chair, Mr. Paul Chater, Very Rev. Father Robert, (directors) Messrs. Ho Fook, O. E. Warren, and Geo. T. Lloyd (shareholders.)

Dr. J. W. Noble said:—Gentlemen:—We have called you together to-day to ascertain your wishes as to the future of this Company. You now have in your hands the Balance Sheet signed by the auditor and ending December 31, 1912 and a statement showing the financial position of the Company on June 30, 1913, as supplied to us by Messrs. Smith, Bell and Co., General Managers, who worked the mine on lease for a considerable period under conditions which I will refer to later. On 10th February 1912, Mr. Hibbard of Baguio who held a first mortgage of 40,000 pesos against the Headwaters Mining Company took steps to foreclose that mortgage and enter into possession of your property; his reason for such action was that at that date no interest had been paid to him with respect to this mortgage which was at that time overdue. He also applied to the Court to have a Receiver appointed, nominating himself for that position. The Court acceded to his request and he was forthwith appointed Receiver of the Company and took possession of the mine. The amount the Company owed to Mr. Hibbard at that time was 1st

Mortgage ... P.40,000.00
Interest, Claims for wages bought up by him etc ... P. 8,825.95
A total indebtedness of ... P.48,825.95

On 6th November 1911 we called you together in the offices of Messrs Deacon Looker and Deacon and there discussed the raising of funds to pay off Mr. Cole and salaries and wages then due. The shareholders at that meeting subscribed \$3004.50 and your Directors guaranteed an overdraft of \$4,688.84 (not yet paid) in addition to meet sundry urgent expenses which had to be met at that time to enable Mr. Cole to visit Hongkong. Since then the Board of Directors have guaranteed and advanced various sums of money amounting with the overdraft, to over 7,000 pesos, without any security whatever but with the undertaking on the part of the Company that the overdraft and amount advanced by the Directors should be paid before other claims.

The Board consisting of Sir Paul Chater, the Very Reverend Father Robert and Doctor Noble, to meet Mr. Hibbard's claim and to free the property, subscribed 45,000 pesos, Messrs Smith, Bell & Co. and their friends in Manila subscribed another 10,000 pesos a total of 55,000 pesos cash with the object of paying to Mr. Hibbard the amount of money due him on his mortgage etc, and to have him transfer the mortgage to them, but he refused to make the transfer. A new mortgage was then made in favour of the parties just mentioned.

Shortly thereafter a proposition was made to the Company by Mr. Philipson of Manila was accepted and an arrangement came to with him whereby he leased the mine from the Company and agreed to work the same, on terms which were very favourable to your Company inasmuch as the Company ran no risk whatever in the event of the failure of the mine to pay expenses, Mr. Philipson assuming all responsibility as to that. Mr. Philipson worked the mine on this so called lease for a few months after which Messrs Smith, Bell & Co. of Manila assumed all responsibility for this lease and carried on, on the same lines that Mr. Philipson had formerly done. Messrs Smith, Bell & Co. since that time, at considerable risk to themselves, worked the mine under their own supervision until the 30th of June on which date they ceased work having terminated the lease by giving due notice to your Directors of their intention so to do.

One of the conditions of this lease was, that all the expenses of workings were to be borne by them and any surplus after paying the expenses of working was to be utilized in reducing the debts by paying off if possible the unsecured creditors and Directors. You must recognize the fact, for it is a fact, that at the time Mr. Hibbard foreclosed his mortgage your Company was in a hopeless state of bankruptcy. The Company though in a state of bankruptcy then and now has been carried on through the support given to it, not by the shareholders, but by Messrs. Smith, Bell and Co. of Manila and by your Directors. The support given by Messrs. Smith Bell and Co. was twofold; first in providing a portion of the money with which Mr. Hibbard's claim was satisfied, then by assuming all responsibility under the lease by which the mine was carried on until the 30th of June last. Messrs. Smith, Bell and Co. did not see their way to continue the risk after June 30th and on this date their active support in this direction ceased. The mine is now in the hands of a native caretaker, whose pay is 50 pesos a month. The Treasury is empty and there is no money available to pay either wages, such as the wages of a carpenter or salaries or to pay any expenses which may from time to time crop up, such as interest on mortgages, Assessment work which it is not only necessary but imperative shall be done within the next few months, or all your rights to the mine will be forfeited and lost.

There are two mortgages on the property. The face values of which amounts to 72,650 pesos. No interest have ever been paid on either.

The first mortgage	is for.....	P55,000.00
The second mortgage	is for.....	17,650.00
		P72,650.00
Interest to June 30...		P14,813.12
Total.....		P87,463.12

For eight months past this property has not been carried on by the shareholders but by others whose support has now been withdrawn, as no one is willing to advance to the Company the funds necessary to pay even the wages of the caretaker who is in charge of the property. It is for you to decide what shall be done with the property.

There are several courses open to you, you can abandon the property entirely (as you have practically already done by your non-support) in which event the mortgages must do something to protect themselves, or you can put up the Capital necessary to pay your debts and to develop and work the mine. The debts, now long overdue, amount to about 144,000 pesos. If you abandon the mine the shareholders will lose everything. Those who have advanced the money have as yet received no interest on the money so advanced. For eight months past all expenses have been met by Messrs. Smith Bell and Co., or by the Mortgage holders, or by your Directors. Messrs. Smith Bell and Co. do not see their way to continue these payments neither do the mortgagees, or the Directors, therefore these payments have ceased.

For two years you have not put up one penny towards maintaining this property and it has been carried on without money from you.

There is, your Directors consider, but one course for you to pursue if you desire to retain the property and that is to put up new capital. Are you prepared to do this? If so, to what extent? The capital at the moment is divided into 65,000 shares of 10 pesos each. If you elect this course which is the simplest method of dealing with the situation you must provide enough cash to pay your debts, which amounted on June 30th, 1913 to Pesos 144,703.35.

You must then have capital for developing and working the mine. A large amount of developing work must still be done before the mine can be said to be

proved. That Gold can be taken out, we know, yet we have not made it a paying proposition. Whether Gold can in the future be taken out in payable quantities or not we do not as yet know. We can only tell you what has been done in the past.

If you are willing to find P.250,000 in cash that will be sufficient to pay off your debts and leave a balance which will, we think, be sufficient to enable you to prove whether this mine is worth spending more money or not. That a certain amount of ore was blocked out is true, but nothing like the quantity we were led to believe, all statements to the contrary notwithstanding. That it is a gold mine that can be profitably worked as a business proposition has not been proved; it is we consider still really a prospect, but a good prospect. The caretaker's wages for July, August, and September, were paid by Messrs. Smith Bell and Co., in July, August, and part of September, the pay was P155—per month. They absolutely refuse to continue these payments and in this we thoroughly sympathise with them; there is no reason why they should and they cannot be expected to do so. The October wages will soon be due, who will pay them?

The present position is this: your liabilities amount to P.144,000—

There is no cash in Treasury. Assessment work must be done at once or the claims will be jumped and restaked by others and the property lost to all now interested therein. This makes it imperative and money must be put up by you or you will lose the mine.

If you do not put this money up the mortgages must take steps to protect themselves; this means foreclosure and the end of the Headwaters Mining Company.

Now, Gentlemen, what will you do? Let us know your wishes.

Dr. Noble: I may add that I have in this box all the papers facts and figures that the directors possess in connection with this Company. I have brought them with me so as to be able to answer fully any question you may ask. I regret to see that shareholders take so little interest, as there are only three present. We have carried on hoping against hope till now being entitled as it were by promises of 1 or 2 times in the future. Those times have not come. That is all the business, gentlemen. Thank you for your attendance.

TWELFTH NIGHT.

Following is the cast of the play:—
Orsine, Duke of Illyria,
also called the Count.

Mr W. Siegler

Sebastian, brother to Viola.

Mr W. H. Hastings

Antonio, a sea-captain;

friend to Sebastian.

Mr J. A. E. Bullock

A Sea-Captain, friend to Viola.

Mr J. Robertson

Valentine

Mr T. W. Hill

Curio

Mr H. G. Jennison

gentlemen attending

on the Duke.

Sir Toby Belch, uncle to Olivia.

Mr M. S. Northcote

Sir Andrew Aguecheek.

Mr L. N. Leefe

Malvolio, steward to Olivia.

Mr E. Gordon Lowder

Fabian

Mr M. M. Maas

Feste, a clown

Mr O. H. P. Hay

servants to Olivia

Priest

Mr R. Hall

1st Officer

1 Mr T. E.

Bisdee

2nd Officer

3 Mr H. W.

Lester

3rd Officer

4 Mr T. G.

Weall

4th Officer

2 Mr G. S.

Archbutt

Olivia

Mrs C. H. P. Hay

Maria

Mrs F. J. Hunter

Viola

Mrs W. H. Hastings

Ladies in waiting:—Meadames

Churchill, Orsine, Hoskyn and

Leafe.

Pages:—Masters W. Christmas,

J. Craig, F. Day and W. Maco.

Guards:—Messrs P. V.

Mooreish, J. Pester, A. V. Scott,

and S. M. Scott.

Musicians:—under the control

of Professor Gonzalez.

Scene: A city in Illyria, and

the sea-port near it.

LEGISLATIVE COUNCIL

A meeting of the Legislative Council was held this afternoon in the Council Chamber.

There were present:—H. E. the Officer Administering the Government, Hon. Mr. Claud Severn.

H. E. Major-General F. H. Kelly, The Hon. Colonial Secretary, Mr. A. M. Thomson.

The Hon. Attorney General, Mr. J. A. S. Bucknill, K.C.

The Hon. Colonial Treasurer, Mr. A. G. M. Fletcher.

The Hon. Director of Public Works, Mr. W. Chatham, C.M.G.

The Hon. Registrar General, Mr. E. R. Hallifax.

The Hon. Capt. Supt. of Police, Mr. McIlvaine Messer.

The Hon. Mr. Wei Yuk, C.M.G.

The Hon. Mr. E. S. Shullim.

The Hon. Mr. E. A. Hewett, C.M.G.

The Hon. Mr. C. M. Fide.

The Hon. Mr. D. Lyndale.

The Hon. Mr. Lau Chu Pak.

Mr. C. H. Crofton, Clerk to the Council.

The following recommendations by His Excellency the Officer Administering the Government were referred to the Finance Committee.

A sum of \$500 in aid of the vote Botanical and Forestry Department, Other Charges, Forestry, New Territories.

A sum of \$12,512 in aid of the votes:—Sanitary department, personal emoluments: Temporary house allowances to Sanitary Inspectors, \$4,875; Other charges:—Uniform for staff, \$312.

Public works department, personal emoluments: Temporary house allowances to overseers and land bailiffs, \$7,325; Total \$12,512.

A sum of \$5,450 in aid of the vote Public Works:—Public Works, Recurrent, Kowloon. Miscellaneous:—Maintenance of Praya Walls and Piers, \$250.

Public Works, Extraordinary, New Territories, Miscellaneous:—Shamshui, Reclamation Scheme to provide sites for leases dislodged from old Village, \$5,200; Total, \$5,450.

A sum of \$7,456 in aid of the vote Military Expenditure, B.—Volunteers, Special Expenditure, Equipments.

A sum of \$800 in aid of the vote Botanical and Forestry Department other charges, Maintenance of Gardens and Grounds.

A sum of \$5,300 in aid of the vote Public Works, Recurrent, Communication, Maintenance of Roads and Bridges in City.

Pursuant to notice the Hon. Mr. E. A. Hewett C.M.G. moved the following resolution:—It is hereby resolved that in the opinion of this Council it is expedient that the "Defence Contribution Ordinance 1901" be so amended as to provide that the contribution in respect of any one year shall not exceed the sum of one million dollars local currency (\$1,000,000).

In doing so the Hon. Mr. E. A. Hewett remarked that once a year the unofficial members of the Council had the privilege of discussing the estimates for the following year, and for many years the most important item of the estimates had been the military contribution. This year it amounted to very nearly 17 lakhs out of a total revenue of 95 lakhs. They were consequently a little unable to understand why they should not allow the discussion upon such an important matter when the estimates were before them. He had been thinking for some time how it was possible that such a regulation was laid down, and he could only think that it was by the kindly forethought of a Secretary for the Colonies to save unofficial members from the useless and hopeless task of getting the contribution reduced. It was therefore necessary when they wanted a discussion on the matter at all, to bring forward a resolution. He had done so this year because he thought the time had now arrived when they should enter the strongest protest they could against this tax. His predecessor in office, Sir Thomas Sutherland, in the sixties, voiced the feelings of the community, that the Colony should not be called upon to bear this tax. Now they had become more imperialistic in ideas and he did not think they would find any reasonable person in the Colony, to object to the payment of a proportion of their income towards

the upkeep of the garrison. But they did object to the principle upon which the tax was raised. As he had said already the revenue was 91 millions. The estimated expenditure was over 10 1/2 millions and a considerable sum of money will have to be drawn from reserves to balance the budget. One item of the revenue was a tax, which they would like to see done away with and that was the tax on liquor which amounted to \$770,000.

That was imposed against the wish of the Government, he believed, and certainly against the wish of the community and their representatives on that Council. Out of the taxes next year, when the money had been raised to balance the budget, they would have to pay no less a sum than \$145,000 further towards the military contribution. There was hardly a Colony at all under the British flag that had to expend such enormous sums of money on public works situated geographically as we were in the region of typhoons as we had to spend.

We had to spend an appreciable large sum for refuges for our small craft, and every year these typhoons exacted a toll in life and property and cost the Revenue of the Colony much for the damage done by the wreckage of houses, public gardens, trees and loss of life, as he had mentioned before. And so we went on.

Referring to the water supply the hon member said we had only the storage here to supply us for a short time in a year, and no one reservoir which we made could collect sufficient for our needs. He remembered the first Tyam reservoir being erected and we said there would be no more water famine in Hongkong. Since then two further additions had been made to enable us to obtain our water and we found last year, or this year, we suffered from a very severe water famine. Then sites for buildings had to be provided at great cost, either excavating the hill or reclamation, and our roads had cost an enormous sum, and they were for military purposes and of little or no use beyond that purpose except to give us a pleasant walk on Saturday or Sunday afternoon. That being so it should be imperative to have as much of our Revenue as possible to our selves. Every year we saw some Public Works completed and some thing else started. We were now engaged on two very important public works, costing millions of dollars. Then we had to consider something else, a reclamation scheme, alterations to the Harbour or something else for this Colony. The position was that it was wrong of the Home Government to force us against our will to pay what we were called upon to do. Excluding Sir Henry May, he did not think there was another person in this Colony who would support that contribution from Hongkong. It was wrong for the Home Government to force us to pay over our Revenue for this purpose. He thought that was all he need say because the subject had been well discussed. There was only one point he would like to ask his Excellency. As he was aware, by appointment, a Commission set to consider the contributions for overseas, and he thought he was right in saying that Commission finished about August or September, last year; he knew he was one of the last witnesses to give evidence, and from the result of that Commission, they would like to know if they had any reasonable ground for hope that the relief they had asked for so many years would be accorded to them. In June 1911, unofficial members put forward a resolution that in no one year should we exceed in our Military contribution the sum of \$1,000,000. They thought they would stretch a point and put it at \$1,000,000, and they still held the opinion that should be the very outside. As a matter of fact, we were now to pay rather more than what they fixed as a reasonable sum. With those remarks he moved the resolution standing in his name.

The Hon. Mr. D. Lyndale supporting the resolution remarked that the fact that \$1,000,000 was mentioned in the resolution, he thought, made it quite clear that it was not a contribution clause, but the defence force that they

objected to, but the system under which the amount of the contribution was assessed. So much had been said on the subject, that it was hardly necessary for him to repeat that when the Government of the Colony decided to undertake any particular public works since the cost of such public work had to be paid for out of revenue, and in order to raise that revenue taxation had to be imposed, not only for the full cost of the public works, but to an extent of 20 per cent. in addition. Such a system could not be defended upon any reasonable grounds. There was another view of the matter, which he thought was rather apt to be overlooked, and that was, that the profits of steamship companies registered in London were a source of income tax for the Chancellor of the Exchequer. The speaker also drew attention to the fact that manufacturers selling goods in Hongkong paid income tax at Home on the profits they made.

His Excellency the Officer Administering the Government, announced that a report of the debate should be forwarded for the perusal of the Secretary of State, but the Government could not accept the resolution.

The resolution was lost, five voting for, and seven against.

FAIR PLAY.

British Interests in China: Beyond Tolerance.

There is now a general agreement that the Five-Power Group has failed; and that the Foreign Office must renounce its policy of special favours to particular interests for one of fair play to British trade and commerce. The Financial News which, like The Globe, has all along been a strong advocate of the "open door" for British interests, comments on the situation.

Within the last few weeks, says our financial contemporary, the position has gone far beyond the borders of toleration. A group of Austrian bankers having arranged a loan with the Chinese Government for the purpose of providing torpedoes and arms, finds itself "willing" (or, perhaps, unable, in view of the condition of European finances at the present time), to continue to hold the bills which it purchased, and these very bills were being offered in Lombard-street.

The significance of this situation will be understood when it is explained that the contracts for the supply of arms and ammunition would go to Austrian houses under the arrangement for the loan; so the loan; that Austrian manufacturers would be getting the benefit of the money that was being lent to China, English bankers in Lombard-street were actually being asked to supply the cash. Previous to this Austrian loan there was a Belgian issue of Chinese Bonds, although neither Austria nor Belgium are included in the Five-Power Group, and these issues have actually been made since the Five-Power loan was launched.

It stands to reason that the bankers of any industrial nation which seeks to do business with the 450,000,000 of inhabitants of the Chinese Republic will make arrangements to provide China with the money which she requires for the development of her enormous resources. Their Governments will not stop them; on the contrary they will receive the secret, if not open, support of their Government; but should an English banking institution desire to lend money to China, what happens? All the forces of the British Foreign Office, supported by the British Government, are gathered together to prevent the loan going through. That is what happened when Mr. Cripps brought out his loan, a loan that is what may be expected to happen again unless Sir Edward Grey can be persuaded to see the error of his ways.

Change of policy is long overdue. British merchants, contractors, and financiers must be given a free hand with regard to China. The Five-Power Group is a failure; it has failed despite the support of the British Foreign Office, and it must be left to find its own salvation. British firms must not be "warned off" in China while foreign syndicates

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk.

The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:— Good, Clean & Wholesome Milk.

BOXING.

Powell Defeats Grant.

There was a good attendance as was expected, at the V.R.C. last night, when Seaman Grant and Seaman Powell, fought for the Heavy-weight championship of the Orient, catch weights.

When the men came together it was plain to be seen, that there was to be no stalling, and that serious business was meant. Powell immediately got to work and soon found openings for his left to operate. Grant adopted his old tactics of slosh at any price, and though he has made wonderful progress since we last saw him, he has not arrived at Powell's degree. Nevertheless though Powell made the running in the first four rounds, he had to take some hash until the fourteenth practically. Grant midway in the contest cut his opponent's eye open with a terrific right swing, and later, finding the jaw appeared as though he was about to bring matters to a conclusion. To escape by the half inch he did, Powell was the luckier man in the world. Though Powell did little for many rounds, Grant on the other hand negated many of his successful leads by unpardonable mistakes.

About the tenth round Powell looked to be beaten, but he came again in a most surprising manner, and commenced to wait on the rushes of Grant. Powell was decidedly too quick for Grant and if he had pressed Grant earlier in the fight there would not have been any doubt as to the decision. As it was however, he left it from the fourth round to about the fourteenth to make a real dash, and of course when he did come, he scored well and with speed. The last round was a hustle as far as Powell was concerned, but one is inclined to think that the referee and many of the spectators too, failed to realise how many of Powell's sledging blows leads misad the mark.

Referee Forbes gave the palm to Powell, though men who know the game state that they saw no victory in the match, and think a draw would have been fairer. However the referee is their for the purpose of deciding and his decision must be respected.

Grant, after the decision was given, declined to shake hands with the winner, and many who sympathized with him on the result of the fight, deserted him when he showed such disregard for true sportsmanship. A man who cannot take a defeat in the proper spirit and congratulate the loser, should not take up the flag. Perhaps it was not as intentional as it appeared, as Grant thought he had won the fight, and had every reason to believe he was not the loser at any rate, and in the disturbed condition he might not have realized what he was doing. A moment afterwards he went to Powell's corner and shook hands with him, and those who hooted his first action cheered the second. Powell was loudly cheered for his victory.

Mr. Logan presented Messrs. Maher and Gifford, with two beautiful silver cups in the name of Mr. F. E. Hall, for their fight on Saturday night, which ended in a draw. They ate to meet again on the 8th Prox.

To-day's Advertisements

FROM EUROPE.

THE H.A.L. Steamship

"SEGOVIA."

Captain F. Buch, having arrived, consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:— ex.s.s. "Bydo" from Christiania "Hisoricks" from Seltin "Kong King" from Christiania "Germania" from Göteborg "Bareac" from Bordeaux "Jelo" from Drammen

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 22nd Oct., 1913. 981

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TO LET.—Furnished or unfurnished, ground floor of No. 2, Bay View, Mody Road, Kowloon. 1982

RUSSIAN VOLUNTEER FLEET.

NOTICE TO SHIPPERS.

THE Steamship

"SARATOFF."

bound homewards, is expected to arrive here on Sunday the 26th inst. morning.

This steamer will be ready to load from Monday morning the 27th inst.

Shippers are kindly requested to let me know what space they require on board the above steamer.

Capt. D. A. LUKHMANOFF, Agent, Hongkong, 23rd Oct., 1913. 983

UNIVERSITY OF HONGKONG

Matriculation Examination.

NOTICE is hereby given that Matriculation Examinations will be held on the following dates:—

December 15th—20th 1913. July 13th—18th 1914.

Candidates must send in their names to the Registrar, with the fee, not later than one month before the date of the Examination.

Examination Fee \$10.00 (Hongkong Currency).

Forms of Entry and all particulars may be obtained on application to

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Empress of Japan 22nd Oct.	Allan Line 20th Nov.
Empress of Russia 5th Nov.	Empress of Britain 27th Nov.
Empress of India 19th Nov.	Allan Line 19th Dec.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA," are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port, £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTAGUE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates, of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between: CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "Torilla," 5,205 tons, Capt. Severson, will be despatched for Kobe and MOJI on 30th October.

S.S. "C. Apar," 5,378 tons, Capt. Drake, will be despatched to SHANGHAI, Kobe and MOJI on 9th November.

WESTWARD.

S.S. "Japan," 6,013 tons, Capt. Seldon, will be despatched for SINGAPORE, PENANG and CALCUTTA on 23rd inst.

S.S. "Jelunga," 5,206 tons, Capt. Sullivan, will be despatched as above on 25th inst.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to.

DAVID SASSOON & CO., LTD.

Hongkong, Oct. 21st, 1913.

Agents.

HONGKONG, CANTON, MACAO,
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THE HONGKONG, CANTON AND MACAO STEAMBOAT CO.
LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

Thursday 23rd October.

10.00 p.m. "Fatshan." 5.00 p.m. "Kinshan."

Friday, 24th October.

8.00 a.m. "Heungshan." 8.00 a.m. "Honam."

10.00 p.m. "Kinshan." 5.00 p.m. "Fatshan."

These steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton, Company's Steamers—Day Steamers Call No. 776; Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "Sui Tai," Tons 1651. S.S. "Sui An," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 26th October.

The Company's Steamship.

"Sui An."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

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Departures from Macao, to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of
Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Salam" 588 Tons, and "Nanning," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linton" and "Sanul." These vessels have superior Cabin accommodation and are lighted through-out by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.

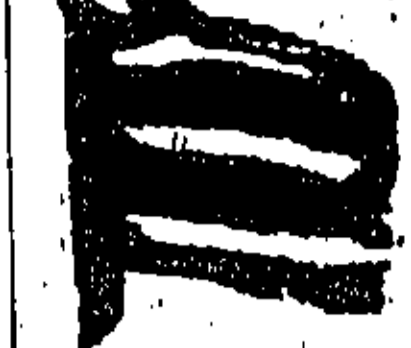
(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—

Destination.	Steamers	Sailing Date
--------------	----------	--------------

MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said. Kamo Maru, Capt. Kawara, T. 16,000, WEDNESDAY, 5th Nov. at night.

VICTORIA, B.C., and SEATTLE, via Shanghai, Moji, Kobe, Yokohama, and Yokohama. Shidzuoka Maru, Capt. Iizawa, T. 12,500, TUESDAY, 4th Nov. at noon.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville, and Brisbane. Nikko Maru, Capt. Takeda, T. 9,600, WEDNESDAY, 22nd Oct. at noon. Kumano Maru, Capt. M. Winkler, T. 9,300, WEDNESDAY, 22nd Oct. at noon.

CALCUTTA, via Spore, Penang, and Rangoon. Kanagawa Maru, Capt. Murazumi, T. 12,500, SATURDAY, 1st Nov.

BOMBAY via Singapore and Colombo. Penang Maru, Capt. Murazumi, T. 12,000, TUESDAY, 28th Oct.

Kobe & Yokohama. Kaga Maru, Capt. Sekine, T. 12,000, THURSDAY, 6th Nov. at 11 a.m.

NAGASAKI, Kobe & Yokohama. Bombay Maru, Capt. Tozawa, T. 6,000, SATURDAY, 1st Nov.

SHANGHAI, Moji & Kobe. Colombo Maru, Capt. Kawashima, T. 6,000, MONDAY, 27th October.

SHANGHAI, Kobe & Yokohama. Cargo only.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914

FOR EUROPE.

Miyazaki Maru 16000 tons sails Wednesday 28th January.

Kitano " 12500 " " 11th February.

Iyo " 12500 " " 25th ".

Hirano " 16000 " " 11th March.

Katori " 20000 " " 25th ".

Kamo " 16000 " " 8th April.

Kashima " 20000 " " 22nd ".

Shidzuoka Maru 12500 tons sails Tuesday 27th January.

Tamba " 12500 " " 10th February.

Aki " 12500 " " 24th ".

Sado " 12500 " " 10th March.

Yokohama " 12500 " " 24th ".

Awa " 12500 " " 7th April.

Shidzuoka " 12500 " " 21st ".

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For SHANGHAI, SWATOW, WEIHAIWEI, Luchow, 23rd Oct. at 4 p.m.

CHEFOO AND TIENTSIN, Hulchow, 24th Oct. at 10 a.m.

SHANGHAI, TSINGTAU, AND NEWCHANG, Kluikang, 25th Oct. at night.

SHANGHAI, YINGCHOW, 25th Oct. at night.

MANILA, CEBU & SOLO, 28th Oct. at 4 p.m.

CHINWANGTAO, Wuhu, 29th Oct. at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE—The Twin Screw steamers "Anhui" and "Chenan," and the S.S. "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Wosung.

Reduced Fares.—Single \$40. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36
Hongkong 22nd Oct. 1913.

RUSSIAN VOLUNTEER FLEET.

Time-Table of Sailings up to the end of 1913.

Steamers' name and	DATES
--------------------	-------

G. R. Tonnage	When the steamer sailed or when expected to leave On-ward or Vard-ward (Home-ward)	When the steamer may be expected to arrive at Hongkong (ABOUT)
---------------	--	--

NOVOROD 5500	15th September	25th October
TAMBOV 4441	30th September	10th November
PERM 4149	14th October	24th November
KOURSK 5792	29th October	3rd December

N.B.—The exact date of arrival of the Home-ward Steamers will be published after receipt of sailing telegram from the last port of call under the column "Notice to Shippers."

For Freight, Passage and further particulars, apply to

Capl. D. A. LUKHAMANOFF, Agent.

Hongkong, 24th Oct. 1913.

Hotel Mansions, 3rd Floor, Tel. No. 124.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
------------	----	-----------	-----	---------------

Zafiro 4000 F. S. McMurray (Manila Mangarin, Cebu and Iloilo.) FRIDAY, 24th Oct. 4 p.m.

Rubi 4000 J. Miller (Manila Mangarin, Cebu and Iloilo.) THUR. 13th Nov. 4 p.m.

Electric Light Fans in every cabin; competent stewardesses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 20 Oct. 1913.

JAVA-CHINA-JAPAN

LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	Expected on or about	Will leave on or about
---------	----------------------	------------------------

Tjibodas	S'HAJ 2nd half Oct.	JAVA 2nd half Oct.
Tjilaoem	JAVA 1st half Nov.	JAPAN 1st half Nov.
Tjilanoek	JAPAN 1st half Nov.	JAVA 1st half Nov.
Tjikini	JAVA 1st half Nov.	S'HAJ 1st half Nov.
Tjipanas	S'HAJ 1st half Nov.	JAVA 1st half Nov.
Tjilatjap	JAVA 2nd half Nov.	JAPAN 2nd half Nov.
Tjimahi	JAVA 2nd half Nov.	JAVA 2nd half Nov.
Tjilwong	JAVA 2nd half Nov.	S'HAJ 2nd half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yokohama Building.

Telephone N. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of Sailing
---------	------	---------	-----------------

S.S. Nippon Maru	11,000	A. G. Stevens	Nov. 5 at noon
S.S. Tenyo Maru	22,000	E. Bent	Nov. 11 " "
S.S. Hongkong Maru	11,000	S. Togo	Nov. 28 " "
S.S. Shinyo Maru	22,000	H. S. Smith	Dec. 4 " "
S.S. Chiyo Maru	22,000	W. W. Greene	Dec. 22 " "

These steamers are equipped with Turbine Engines and Triple

Screws. All steamers carry Japanese Government wireless telegraph and telephone and post office.

The S.S. Nippon Maru will be despatched for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu on Wednesday 5th November, at noon.

For further particulars apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
----------	------	-----------------

Anyo Maru	18,500	Wednesday Dec. 3, Noon
Kiyo Maru	17,200	Thurs. Feb. 5, 1914 at noon

For further particulars apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

Mongolia	Manchuria	Korea	Siberia
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27,000 tons, twin screws.	27,000 tons, twin screws.	27,000 tons, twin screws.	27,000 tons, twin screws.
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Also NILE, 27,000 tons, CHINA, 10,000 tons, and PERIA, 9,000 tons.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (Via Island Sea), Yokohama, and Honolulu (The Pacific). Through Service to New York to Europe.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

First Class	London	Single	Round Trip	Return
-------------	--------	--------	------------	--------

Intermediate	San Francisco	£ 55	£ 110	£ 110
Return	London	£ 110	£ 220	£ 220

Return of round trip tickets, as above, available for "Passage" via C.P.R. from Vancouver to Yokohama.

Through Passengers have the Privilege of Travelling by Rail between ports of Kobe & Yokohama.

Steamer: Manchuria 27,000 Tons, Sailing Oct. 21 at 1 p.m.

Passengers holding tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

Hongkong-Manila Service.

From HONGKONG.	Arrive Manila.	From MANILA.	Due Hongkong.
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Leave Hongkong	Oct. 25	Leave Manila	Oct. 30
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* Intermediate Steamers.

King's Building (Opp. Blake Pier). R. C. MORTON, Telephone No. 141

Hongkong, 20th January, 1914.

Pacific-Pacific International Exposition—San Francisco 1915.

For Freight and Passage, apply to

Douglas LaPraik & Co., General Managers.

LOG BOOK.

Docking Responsibility.

An interesting judgment was given in Singapore recently by the Chief Justice in the case of the Singapore Slipway and Engineering Co., Ltd. v. Seow Eng Tim, owner of the steamer Hong Ho, which foundered soon after being released from the slipway where she was being repaired. It appears that the vessel, which naturally had a slight list to port, had the coal from her bunkers removed while on the slip to allow of plaintiffs getting at the work and, on its being restored by the crew of the ship, was stowed unequally in the bunkers, an excess having been placed on the port side, with the result that when the vessel was launched, she listed heavily to port and a number of open rivet holes near the waterline were submerged, filling the vessel and causing her to founder.

The Slipway Company claimed \$15,847.50 for work done and material provided by them for the defendant at his request. The work was done and material provided between January 25 and March 10 this year. The plaintiffs further claimed damages for the defendant and his servants for negligently and unskillfully permitting his steamer Hong Ho to sink at the entrance to the plaintiffs' slipway, with the result that the entrance was blocked and the slipway itself damaged.

Defendant contended that on January 9, relying on the skill and knowledge of the plaintiffs, he handed the vessel over to them for repairs, part of the work being to double the sheestake for three quarters of the length of the ship amidships. Before the repairs had been completed and with numerous rivet holes open along both sides of the ship, and while she was still under the control of the plaintiffs, the latter, to suit their own convenience, attempted to launch the vessel on January 25, and permitted her to sink at the entrance to the slipway. Defendant denied that he or his servants were responsible for that and counterclaimed for \$5,113—made up of demurrage for 37 days \$2,738, personal effects and stores lost \$2,000, surveyor's fees \$375—basing his claim on his submission

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

Destination.	Steamship.	On
SHANGHAI via Swatow Kwongsang	... Fri.	24th Oct. at d'light
CHIN WANTAO	... Sat.	25th Oct. at d'light
SANDAKAN	... Sat.	25th Oct. at noon
S'PORE, Pang & C'utta Namsang	... Sat.	25th Oct. at noon
MANILA	... Sat.	25th Oct. at 2 p.m.
SHANGHAI via Ningpo. Chongsang	... Mon.	27th Oct. at 3 p.m.
Y'HAMA, Kobe & Moji. Kumsang	... Tues.	28th Oct. at noon
TIENTSIN	... Tues.	28th Oct. at noon
S'PORE & Sourabaya. Chunsang	... Thurs.	30th Oct. at 2 p.m.
S'PORE, Pang & C'utta Yalshing	... Sat.	1st Nov. at noon
MANILA	... Sat.	1st Nov. at 2 p.m.

Return Tours to Japan (Occupying 24 days)

The steamers "Kutsang," "Namsang," and "Fookang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kumsang," "Lovat," "Yatshing," and "Salsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad

Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Vestalia	25th Oct.
LONDON & ANTWERP	Den of Ruthven	10th Nov.
LONDON & ANTWERP	Denbighshire	20th Nov.
Trans-Pacific "Shire" & "Glen" Joint Service.		
VICTORIA VVER STLE	Den of Airle	18th November
TACOMA & PLAND		
VICTORIA VVER STLE	Merionethshire	12th December
TACOMA & PLAND		

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215 Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

S. Yokohama, Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. will be despatched for YOKOHAMA, KOBE & MOJI at an early date taking cargo and passengers at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS.

FORGEWORKERS, BRASS & IRON FOUNDERS, CON-

STRUCTIONAL, ELECTRICAL & MECHANICAL

ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of

Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons

displacement, providing conditions for painting ships with most

efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-

HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,

Rivets, etc.

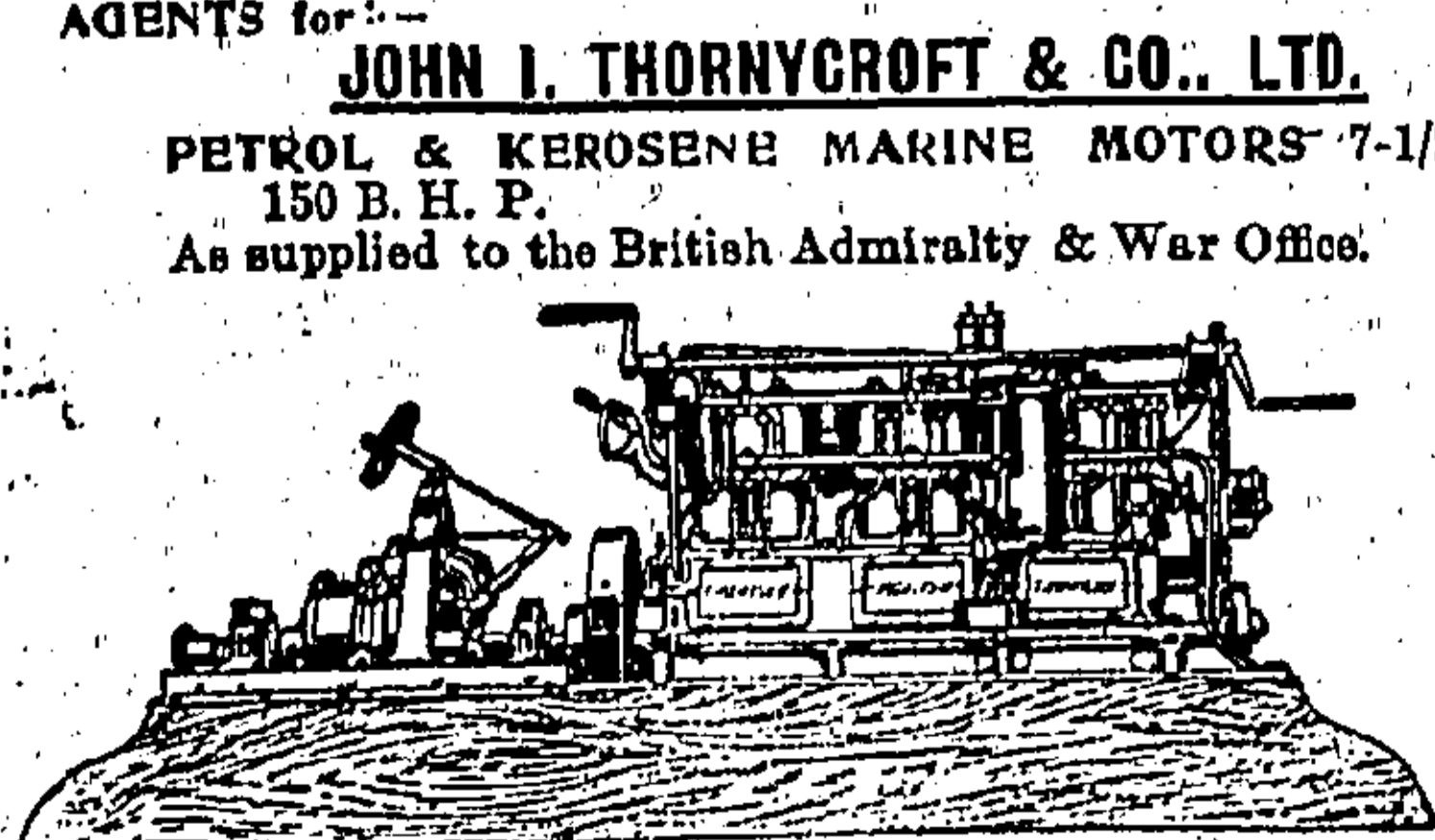
AGENTS for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to

150 B. H. P.

As supplied to the British Admiralty & War Office.



C.6. type Motor and Reverse Gear.

B.H.P. Paraffin 7", Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-

BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE

CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR

VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of

11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address—"TAIKOODOCK."

TELEPHONE No. 212.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To.	To be Dispatched.
London via Usual Ports of Call	Delta	P. & O.	25, Oct.
Hamburg	Saemmark	J. A. L.	28, Oct.
Rotterdam, London & Antwerp	Katori M.	N. Y. K.	2, Oct.
via Singapore & C.	Bayern	J. A. L.	3, Oct.
Rotterdam, Hamburg & Antwerp	Persia	S. V. Co.	1, Nov.
T'to, P'ume, V'co, via S'pore etc.	Briezavia	H. A. L.	5, Nov.
Marseilles and Hamburg, etc.	Anvo Maru	T. K. K.	3, Dec.
Mexico, Peruvia & Chile etc.	Syria	P. & O.	29, Oct.
London & Antwerp via S'pore etc.	Arabia	J. A. L.	5, Nov.
Havre, Emden & Hamburg & C.	Derfflinger	M. & Co.	29, Oct.
N'les, G'on, A's, G'tar, S'ton	Glentworth	S. T.	28, Nov.
London, Glasgow & Antwerp	Westphalia	H. A. L.	22, Nov.
Havre, Bremen Hamburg & C.			

NEW YORK SAN FRANCISCO AND CANADA.

New York	Danbich Hall	B. L.	7, Nov.
Boston and New York	Polaris	B. L.	25, Oct.
San Francisco	Inverlyde	J. M. Co.	End of Oct.
Vancouver, via S'hai Japan etc.	E. of Japan	C. P. R.	23, Oct.
Victoria, B.C. & Tacoma via	Chicago M.	O. S. K.	30, Oct.
Keelung, etc.			
Vancouver Seattle and/or	Andalusia	H. A. L.	29, Oct.
Tacoma & Pland Or.	Monteagle	C. P. R.	8, Nov.
Vancouver via S'hai, Japan etc.	Canada M.	O. S. K.	1, Nov.
V'ia B.C. & T'ma via K'lung etc.	Persia	P. M.	28, Oct.
San Francisco via M'la & Japan	Nippon M.	T. K. K.	5, Nov.
San Francisco via S'hai & Japan & C.			

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	22, Oct.
Australian Ports via Manila	Aldenhams	G. L. Co.	3, Oct.
Australian Ports via Manila	P. Sigismund	M. & Co.	1, Nov.
Australian Ports via Manila	Changsha	B. & S.	31, Oct.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fultala	J. M. Co.	Q. desp.
Moji, Kobe & Yokohama	Auzon Maru	O. S. K.	30, Oct.
Nagasaki, Kobe & Yokohama	Nikko Maru	N. Y. K.	22, Oct.
Shanghai, Y'hama, Kobe & Moji	St. Helena	A. N.	1, Nov.
Kobe & Yokohama	Mishima M.	N. Y. K.	23, Oct.
Weihaiwei, & Tientsin	Huichow	B. & S.	3, Oct.
Japan	Titaroom	J. C. J. L.	Q. desp.
Y'hama and Kobe via Shanghai	Nippon	S. W.	30, Oct.
Shanghai	Bohemis	S. W.	1, Nov.
Shanghai, Kobe & Moji	Kutsang	J. M. Co.	22, Oct.
Manila	Loongsang	J. M. Co.	25, Oct.
Batavia, Cherib m. Samarang &	Ijibodas	J. C. J. L.	Q. desp.
P'oochow via Swatow & Amoy	Kaijo Maru	O. S. K.	22, Oct.
Shanghai	Yatsang	P. & O.	23, Oct.
Singapore, Penang and Calcutta	India	J. M. Co.	28, Oct.
Manila, Mangarin, Iloilo & Cebu	Zafiro	S. T. Co.	24, Oct.
Bombay via Singapore Port			
Sham Penang & Calcutta			
Java	Indo Maru	O. S. K.	23, Oct.
Java	Tjilatjap	J. C. J. L.	F. half O.
Jessellton, Kudat and Sandakan	Tjilivong	J. C. J. L.	F. half O.
Shanghai, Moji, Kobe & Y'hama	V. & Co.	N. Y. K.	22, Oct.
Swatow, Amoy and Foochow	B. Maru	N. Y. K.	22, Oct.
Singapore, Penang & Calcutta	Haitan	D. L. Co.	24, Oct.
Kobe and Moji	Namsang	J. M.	25, Oct.
Chinwantao	Penang M.	D. S. Co.	30, Oct.
Shanghai	Hopang	J. M.	25, Oct.
Swatow, Amoy and Foochow	Yingchow	B. & S.	25, Oct.
S'ndakan	Haitan	D. L.	24, Oct.
Moji, Kobe & Yokohama	Mausang	J. M. Co.	24, Oct.
Shanghai, Moji, Kobe & Y'hama	Swigon Maru	S. K.	12, Nov.
Anping and Takao via Swatow	Colonbo M.	N. Y. K.	27, Oct.
and Amoy			
Singapore, Penang & Calcutta	South Maru	O. S. K.	29, Oct.
S'hai, Nagasaki, Kobe and Y'hama	Japan	S. Co.	22, Oct.
Swatow, Amoy & Foochow	E. E. F.	M. & Co.	29, Oct.
Bombay via Singapore, Colombo	Haiching	D. L. Co.	28, Oct.
Singapore, Penang & Calcutta	Penang M.	N. Y. K.	27, Oct.
Australian Ports via Manila	Yatshang	J. M. Co.	1, Nov.
Shanghai	Changsha	B. & S.	31, Oct.
Swatow	Kwongsang	J. M. Co.	25, Oct.
Manila, Mangarin, Iloilo & Cebu	Haimun	D. L.	22, Oct.
Hoihow and Halphong	Bubi	S. T. Co.	13, Nov.
Mexican, Peruvian and Chile	Sungklang	B. & S.	22, Oct.
Ports via Japan			
Kobe	Anoy M.	T. K. K.	3, Dec.
S'hai, Nagasaki, Kobe & Y'hama	P. Waldemar	M. & Co.	12, Nov.
Swatow, Amoy & Foochow	E. E. Fried.	M. & Co.	29, Oct.
Manila	Hayang	D. L. Co.	28, Oct.
S'pore, Pang, R'goon & C'utta	Yuensang	J. M. Co.	1, Nov.
	Kanagawa	N. Y. K.	1, Nov.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor. Telephone 1033. [4]

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Tientsin	Huichow
Foochow	Haitan
Philippine Island	Zafiro
Tsingtau	Kiukiang
Chinwangtao	Hopsang

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Calcutta	Kumsang
Shanghai	Choyang

AMERICAN MAIL.

The P. M. S. MANCHURIA will be dispatched from this port at 1 p.m. on Tuesday, October 21st, for San Francisco, via Shanghai, Nagasaki, Kobe, Shimon, Yokohama and Honolulu.

The P. M. S. MONGOLIA sailed from Yokohama on Monday, the 20th Oct. for Hongkong via Manila. The mails from the United States have been transferred to the S. S. NIPPON MARU which is scheduled to reach Hongkong on the 27th Oct.

CANADIAN MAIL.

The C. P. R. S. EMPRESS OF RUSSIA left Kobe on 21st Oct. and is due to arrive at Shanghai on 24th October, at 7 p.m.

AUSTRALIAN MAIL.

The E. & A. S. S. EMPIRE left Sydney on the 18th inst. for this port via Queensland Ports, Port Darwin and Manila and may be expected to arrive here on or about the 5th proximo.

The E. & A. S. S. EMPIRE left Sydney on the 12th inst. for this port via Queensland Ports, Port Darwin and Manila and may be expected to arrive here on or about the 5th proximo.

The I. G. M. S. PRINZ WALDEMAR left Sydney on Saturday on the 18th inst. at 11 a.m. and may be expected here on or about Monday on the 10th of November.

GERMAN MAIL.

The I. G. M. S. PRINZ EITEL FRIEDRICH carrying the German Mails with dates from Berlin of the 1st inst. left Colombo on Saturday on the 18th inst. at 10 p.m. and may be expected here on or about Wednesday on the 29th October.

ENGLISH MAIL.

The P. & O. S. INDIA left Singapore for this port on the 18th inst. at 8 a.m. with the outward ENGLISH MAILS, and is due here on the 23rd inst. at about 6 a.m.

MERCHANT STEAMERS.

The S. S. Glenloch passed the Suez Canal on 30th Sept. for Hongkong via Straits.

The Mogul Line's Lothian sailed from U. K. on 13th September, for Hongkong via the Straits.

The Barber Line's Saint Patrick sailed from New York on 12th ult. for Hongkong.

The N. Y. K. S. TAMBA MARU (American Line) left Seattle for this port via ports on the 7th inst. and is expected here on the 19th November.

The N. Y. K. S. BOMBAY MARU (Bombay Line) left Bombay for this port on the 11th inst. and is expected here on the 29th October.

The N. Y. K. S. COLOMBO MARU (Calcutta Line) left Calcutta for this port on the 12th inst. and is expected here on the 31st October.

The N. Y. K. S. ATSUTA MARU (European Line) left London for this port via ports on the 11th inst. and is expected here on the 19th November.

The N. Y. K. S. PENANG MARU (Bombay Line) left Kobe for this port via Moji and Shanghai on the 17th inst. and is expected here on the 27th inst.

The N. Y. K. S. SHIDZUOKA MARU (American Line) left Kobe for this port via Moji and Shanghai on the 17th inst. and is expected here on the 27th inst.

The N. Y. K. S. SHIDZUOKA MARU (American Line) left Seattle for this port via ports on the 23rd ult. and is expected on the 26th October.

The I. G. M. S. S. CHOYANG from Shanghai is due at Hongkong on the 24th October.

The I. G. M. S. KUMSANG from Singapore is due at Hongkong on the 24th Oct.

The I. C. S. N. S. S. CHIPSHING from Tientsin is due at Hongkong on the 25th inst.

The S. L. S. S. VESTALIA arrived sailed from Moji on the 18th inst. and is due at Hongkong on the 23rd inst.

The S. L. S. S. DEN OF AIRLIE from London is due at Hongkong on the 13th November.

The S. L. S. S. DEN OF CROMBIE from Vancouver is due at Hongkong on the 20th November.

The C. P. R. S. MONTEAGLE left Moji on the 22nd October and is due arrive at Nagasaki on the 23rd Oct. at 7 a.m.

The MOGUL LINE S. S. LOTHIAN from U. K. sailed from Singapore for Hongkong on the 21st October, and is due here on Monday on the 27th October.

The S. S. INDRAKALA passed the Suez Canal on the 17th inst. for Hongkong direct.

Hue, Fr. s.s. 716, Cornelia, 19th inst.—Halphong 18th inst. Gen.—A. B. Morty.

Japan, Br. s.s. 3,087, s.s. Seddon, 19th inst.—Moji 14th inst. Coal—S. and Co.

Bullmouth, Br. s.s. 2,501, Hill, 19th inst.—Bullmouth 14th inst. Bulk Oil—A. P. and Co.

Pakhoi, Br. s.s. 1,228, Gibb, 19th inst.—Swatow 18th inst. Gen.—B. and S.

Luechow, Br. s.s. 1,221, Meathred, 19th inst.—Shanghai 18th inst. Gen.—B. & S.

Armand Behio, Fr. s.s. 3,064, Roast, 20th inst.—Shanghai 17th inst. Gen.—M. M. and Co.

Taiwan, Br. s.s. 1,043, Jenkins, 20th inst.—Saigon 15th inst. Rice—Chinese.

Nile, Br. s.s. 3,133, G. S. Laprak, 21st inst.—San Francisco and West Ports 20th Sept. Gen.—R. C. Morton.

Zafiro, Ame. s.s. 1,408, F. S. McMurray, 21st inst.—Sugar, Lump, and General.

Kaiser Frank Joseph, E. A. H. C. 4,000, H. Rith, v. Varna, 21st inst.—Chingwangtao, 24th inst.

Samson, Ger. s.s. 998, F. Bucking, 21st inst.—Swatow 20th, Rice and T.—B. and S.

Loongsang, Br. s.s. 1,093, G. W. W. Saut, 21st inst.—Manila 18th inst. Gen.—J. M. and Co.

S. S. Lantes, Br. s.s. 1,340, Wawn, 20th inst.—Saigon 16th inst. Gen.—Owners.

Daylight, Br. s.s. 3,599, C. Andersen, 20th inst.—Kobe 18th inst. Gen.—A. K. I. Sexta, German steamship 992, Jensen, 21st inst.—Bangkok 20th inst. Rice—Chinese.

Heinfield, German steamship 2,900, Haltern, 21st inst.—Karatu, 16th inst. Beans, D. and Co.

Chicago Maru, Jap. s.s. 2,832, J. Yoto, 21st inst.—Manila 19th inst. Gen.—O. S. K.

Protetis, Nor. s.s. 1,024, H. E. Transen, 21st inst.—Bangkok 14th inst. Rice—T. and Co.

Aldenhams, Br. s.s. 2,419, G. L. Smith, 21st inst.—Molboure via Manila 19th inst. Frozen and Gen.—Q. L. & Co.

Namsang, British, s.s. 2,915, Lake, 21st inst.—Moji 16th inst. Coal and Gen.—J. M. and Co.

Public Auction.

GEO. P. LAMMERT,
AUCTIONEER SHARE &
GENERAL BROKER

THE Undersigned has received instructions from CONSUL von WISER to sell by Public Auction on

FRIDAY,
the 24th October, 1913, commencing at 2.30 p.m.
At his residence, "THE FIR," MAGAZINE GAP ROAD.
A quantity of VALUABLE HOUSEHOLD FURNITURE (full particulars from catalogue).
Also
A quantity of PLANTS IN POTS.
On view from THURSDAY the 23rd OCTOBER.
Terms:—Cash on delivery.
GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions from C. W. Beawick Esq., to sell by Public Auction, on

WEDNESDAY,
the 29th October, 1913, commencing at 10.30 a.m. at his residence No. 3 Mountain View (39 The Peak).
The Whole of His Valuable Household Furniture.
Comprising:
CHESTERFIELD SOFA and EASY CHAIRS, TEAK MUSIC CABINET and OVERMANTEL, UPHOLSTERED PIANO SEAT, BLACKWOOD FLOWER STANDS and TABLE, TIENTSIN CARPETS and WHITE LACE CURTAINS, etc., etc.
Handsome (Unstained) TEAK SIDEBOARD, DINING TABLE, CHAIRS and DINNER WAGGON, TEAK WRITING TABLE and HALLSTAND, etc., etc.
DOUBLE BRASS BEDSTEAD, FINE TEAK BEDROOM SUITE (Unstained) TEAK TOILET TABLE and WASHSTAND, SHANGHAI BATH TUBS, etc., etc.
N.B.—Most of the above made by WM. POWELL & Co.
On view from TUESDAY the 28th October.
Catalogues will be issued.
Terms:—Cash on delivery.
GEO. P. LAMMERT, Auctioneer.

A Collection of China and Curios lately arrived from the North.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY,
the 29th October, 1913, commencing at 2.30 p.m. at his Sales Rooms, Duddell St.
A COLLECTION OF CHINA IN 5-COLOURED, BLUE and WHITE, etc.
comprising:
5-COLOURED VASES, FIGURES, PLATES, BLUE and WHITE VASES, PLATES, INCENSE BURNERS and PLACQUES, CRYSTAL and AGATE ORNAMENTS, SNUFF BOTTLES, etc.
From Towkwang to Sung dynasties.
"An inspection is invited."
On view from Tuesday, the 28th October.
Catalogues will be issued.
Terms: Cash on delivery.
GEO. P. LAMMERT, Auctioneer.

Consignee

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KUTSANG,"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 21st inst. will be landed at Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by:

JARDINE, MATHESON & CO., LTD.
(General Managers)
Hongkong, 21st Oct., 1913. [971]

Public Auction.

GEO. P. LAMMERT,
AUCTIONEER SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY,
October, 30, 1913 commencing at 11 a.m. at No. 1 Reclamation Street, Yau-mat.
A QUANTITY OF MACHINERY, etc., comprising:
— OLYDE DONKEY FEED PUMP with CYLINDERS 5" x 8" Diameter and stroke 8"
— 24" CENTRIFUGAL PUMPS and ENGINES 2 STEAM WINDLASSES (complete) CYLINDERS IRON CASTINGS for 2 LTEAM WINDLASSES 1 VERTICAL SINGLE CRANK TANDEM ENGINE 1 HORIZONTAL STEAM ENGINE with REVERSING GEAR and FLY WHEEL, cylinder 5" 1 VERTICAL BOILER 5' diameter and 10' height with FEED PUMP 1 HORIZONTAL TUBULAR BOILER 5'6" diameter and 6'6" length 2 DOUBLE GEARED CAPSTANS.

also
1 SET 2 TON CHAIN BLOCKS, SHAFING, OLD CYLINDERS, OLD IRON, etc., and
To be sold at a later date if not sold by private treaty in the meanwhile
1 SET VERTICAL MARINE ENGINES with 3 cylinders of 15", 24" and 40" diameters, WITH CONDENSER and PUMPS COMPLETE. Also 3 BILGE DIRECTING BOXES, 1 REDUCING and 2 DISCHARGE VALVES, 1 STEAM DISTRIBUTING VALVE CHEST with VALVES, 1 MAIN INJECTION VALVE, etc., used with above engine.
On view now
Terms: Cash on delivery.
GEO. P. LAMMERT, Auctioneer.

Consignees

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship

"BENMOHR"
From ANTWERP, MIDDLESBRO, LONDON and STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 4th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO
Agents.
Hongkong, 21st Oct., 1913. [973]

NOTICE TO CONSIGNEES.
FROM YOKOHAMA, KOBE & MANILA.

THE Steamship

"JELUNGA,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignee's risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 21st Oct., 1913. [972]

Don't forget after the Show Supper and Light Refreshments, ALEXANDRIA CAFE, Open Till Midnight.

Consignees

NORDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE

NOTICE

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 3rd of Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd of October, at 9.30 a.m.

All claims must reach us before the 30th of October 1913, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.
Hongkong, 17th Oct. 1913. [967]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

SA. "NILE"

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

The above mentioned vessel, having arrived, consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside.

Cargo impeding discharge will be landed immediately at consignee's risk and expense.

Cargo remaining on board WEDNESDAY Oct. 22nd, 1913 at noon will be landed at consignee's risk and expense.

Cargo remaining undelivered TUESDAY Oct. 28th 1913 at noon, in addition to landing charges will be subject to storage charges.

No fire insurance whatever will be effected.
All chafed and otherwise damaged cargo will be examined at the above company's godown MONDAY, October 27th 1913 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees, and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before November 21st 1913 otherwise they will not be recognized.
R. C. MORTON, Agent.
Hongkong, 21st Oct. 1913. [970]

From EUROPE.

THE H. A. L. Steamship

"SAMBIA,"

Captain W. Heeselmann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 22nd Oct. 1913. [980]

Entertainments

VICTORIA THEATRE.

TREMENDOUS SUCCESS OF THE GREAT

DE. VILLIERS

BEST SEEN IN HONGKONG

CHANGE OF PROGRAMME ON

FRIDAY, 24th October

NEW TRICKS & ILLUSIONS

Late car to Peak 15 minutes

after performance

Booking at MOUTRIE'S.

BIJOU SCENIC THEATRE.

"THE RACEDY TWO"

CARLYN PHILLIPS IN NEW SONGS & DANCES VIOLET EBLE

FOR THREE NIGHTS ONLY

22nd, 23rd and 24th

Little So and So,

Length 2,600 Feet.

Consignees

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM KUROBE, COLOMBO AND STRAITS.

THE Company's Steamship

"MISHIMA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 28th October, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.
Hongkong, 21st Oct., 1913. [978]

FROM EUROPE.

THE H.A.L. chartered Steamship

"ALBANA,"

Capt. Evans, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 20th Oct., 1913. [969]

Consignee

NOTICE TO CONSIGNEES.

"ERNEST SIMONS,"

COMPAGNIE DES MAS-

SAGERIES MARITIMES

NOTICE

Consignees of Cargo from London ex. s.s. "Medoc" and "Normand," Consignees of Cargo from Bordeaux ex. s.s. "Cambria," in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after 28th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th inst. or they will not be recognized.

All damaged packages will be examined on TUESDAY the 28th inst. at 10 a.m.

No Fire Insurance has been effected.

S. C. DE BUSSIERRE, Acting Agent.
Hongkong, 21st Oct., 1913. [979]

To Sail

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Madras, Rangoon and Mauritius).

THE Steamship

"JAPAN,"

Captain C. P. Seddon, will be despatched as above on THURSDAY, the 23rd inst., at 3 p.m.
For Further Particulars, apply to

DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 21st Oct., 1913. [976]

Regular Steamship Service.

Proposed Sailing from Hongkong For BALTIMORE and NEW YORK.

s.s. "Suruga" on or about 15th Nov.

For Freight and further information apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 21st Oct., 1913. [977]

Notices.

A HANDSOME
PICTURE
FREE.



Save the Coupons now being packed with W. D. & H. O. Wills' celebrated "THREE CASTLES" cigarettes.

Upon receipt of 100 COUPONS, you will be sent postpaid, a beautiful photograph of a famous painting.

BRITISH-AMERICAN TOBACCO Co., Ltd.

MALINI

THE GREAT

MAGICIAN

WILL GIVE

TWO PERFORMANCES

ONLY

AT

ST. ANDREW'S HALL

COMMENCING

9.30 P.M. SHARP

ON

THURSDAY, OCTOBER 30,

FRIDAY, OCTOBER 31.

To Sail

AMERICAN AND ORIENTAL LINE.

(Andrew Weir & Co's Steamers.)

THE Steamship

"POLERIC,"

Captain James Dye, will be despatched from Hongkong on 28th October for

BOSTON & NEW YORK

(with liberty to call at the Malabar Coast.)

For Freight and further particulars apply to

The Bank Line Ltd., Agents.
Hongkong, 7th Oct., 1913.

FOR CALCUTTA, PENANG AND SINGAPORE.

(Taking cargo on Through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship

"JELUNGA,"

Captain J. R. O. Sullivan will be despatched for the above ports on SATURDAY, the 25th inst., at 3 p.m.

For Further Particulars, apply to

DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 21st Oct., 1913. [975]

NOTICE.

FOR EUROPE

via Ports of Call.

THE Steamship

"Prinz Eitel Friedrich,"

Capt. C. Mundt, will be despatched from here on Wednesday the 26th. of November and is due to arrive in Genoa on the 23rd. of December.—This steamer gives splendid opportunity to REACH HOME JUST IN TIME FOR XMAS.—Early booking recommended.

For further particulars please apply to

Melchers & Co., General Agents,
Norddeutscher Lloyd.
Hongkong, 8th Oct., 1913.

ST. ANDREW'S HALL

on

Tuesday, November 4th, 1913

at

9 p.m.

Mr. KARL JUSKEMAN, who whose direction all great artists of the musical and theatrical world without exception have appeared, takes pleasure in announcing the

ONLY CONCERT

given by

DORA von MOLLENDORFF

(Violin).

Kindly assisted by

Mr. E. DAUMBERG

(Piano).

Programme:—Composition by Bach, Couperin, Fauré, Scarlatti, Vivaldi, Wieniawski, etc., etc.

Seats \$3.00 at

S. Moutrie & Co., Ltd.

Over 30 years ago the late Lord Beaconsfield testified to the value of H. H. WOOD'S CURE, and every post brings similar letters to-day.

H. H. WOOD'S CURE for ASTHMA

PAID FOR 40 YEARS.

Sold in this by all Chemists and Stores throughout the Country.

Beware of Imitations.

To Sail

THE AMERICAN & MAN-CHURIAN LINE.

(Bucknall Steamship Lines Ltd.)

THE Steamship

"DENBIGH HALL,"

Captain Laidlaw, will be despatched from Hongkong on the 7th. November for

BOSTON & NEW YORK

(With Liberty to call at the Malabar Coast)

For freight and further particulars apply to—

The Bank Line Ltd., Agents.
Hongkong, 15th Oct., 1913. [959]

THE "INDRA" LINE LTD.

FOR SAN FRANCISCO.

OPIUM STOCKS CASE.

(Continued from page 3.)

Did it not occur to you Mr. Gourgey that when you asked for a permit to remove these chests, that you were getting a permit to remove more opium than the Imports and Exports Office are aware of?—No, not an ordinary case, as usual in removing opium from one place to another.

I quite agree they are permitted to remove opium from one place to another, but Mr. Gourgey, I put it to you you must have known you were getting a permit to remove more opium than the Imports and Exports Office could be aware of unless you told them you had got extra size chests?—No, I know nothing about it.

Why did you get a permit to get chests removed to the Assaye, the four chests now in the godown? Why did you get a permit to get them in the godown?—Because I was negotiating for a loan first, and I wanted to see which godown to take them to.

They were the last consignment, the China, the Iyo Maru, the Tongo Maru and the Assaye?—Yes.

And they remain in Kowloon godown, not in your name, but the ship's name I think they are put in first?—They are now in my name.

I quite agree with you, but they landed in the ship's name and were there about ten days before you applied for them?—Well I cannot say how many days. More than a week anyway?—Might probably be so.

You knew by then enquiries were being made about the opium on the Tongo Maru and the China?—No.

His Worship:—The witness has already said he knew nothing about these enquiries until after the arrest.

Mr. Hodgson:—I didn't just take it like that. As your Worship please. Did you know any inquiries were being made about the four chests from the Assaye?—No.

And you were perfectly innocent of the fact that these chests, the subject matter of this charge, the chests on the Assaye, were under any suspicion at all?—Yes.

Did you regard it as unimportant, Mr. Gourgey, that you should not declare these chests contained a most unusual amount?—I declared the Assaye chests as extra sized, now in the Kowloon godown. It only occurred to me and I put it on the permit.

His Worship:—Why put extra sized on this one and not on the other?—Because it didn't occur to me.

Mr. Hodgson:—When did you know Mr. Gourgey, first of all, that this opium was inspected?—When I was arrested; I cannot remember exactly.

Well you must know surely, Mr. Gourgey, whether you knew before or after you were arrested?—After.

Your are quite sure?—I think so.

You know these cases were inspected on October 12?—Yes.

You know Mr. Judah?—I know him as I know any other person.

Now Mr. Gourgey, I don't wish to trap you in anyway, but you were arrested on the 8th?—Yes.

These chests of opium of yours were stored in Mr. Judah's godown, in your name, awaiting instructions as to negotiations for the loan?—Yes.

Now you have told me just now, you think, you only said you thought, the first you heard of it was after your arrest?—I can't remember.

His Worship: Did somebody tell you that your chests were being searched?—I don't remember that.

Mr. Hodgson: You had seen Mr. Judah, himself, every day before your arrest?—I don't think so.

You see him pretty frequently don't you?—No.

However, you were arrested on the 8th, we will leave it at that, and you were let out on bail at once or at least as soon as possible?—Yes.

Did you not go and see your solicitor, Mr. Shenton, before your arrest, Mr. Gourgey; whether it was about them being weighed or not I don't know?—When I was arrested I got quite

(Continued on page 10)

Commercial

CHIAN'S INDUSTRIES.

The native industries of China, never too strong at the best, suffered severely from the after-effects of the political upheaval, writes a *Financial* correspondent. The local cotton mill, whose capital was partly derived from official sources in the past, had the misfortune to fail at the very moment when its luck seemed to be on the turn. For the first time in the last three years the native cotton crop was such a success that, had the mill been able to carry on, it would probably have succeeded in retrieving some of its former losses.

The silk-weaving industry in the city of Hangchow collapsed as a whole, and this threw out of employment a lot of the poorer wage-earners. The cost of rice having risen in the meanwhile, a considerable portion of the population of Hangchow had to face starvation. Insufficient food, poverty and dirt promptly combined to produce an epidemic of famine fever, which soon assumed the cognate form of typhus; to this, bad drainage and a water supply dependent upon the vagaries of the rainfall added their contribution in the form of typhoid fever. In the city alone some 1,000 deaths were reported to have occurred from these causes, and I have heard that this estimate was probably considerably exceeded.

Industry, as compared with trade itself, has certain inherent weaknesses in China. One of the worst is that it is generally built upon insufficient financial foundations. The extent of the business done by many native firms, especially in the banking line, is out of all proportion to their individual resources; yet they seem able to carry on and even to thrive in normal times, because their actual expenditure is small; they help each other over their difficulties, and Chinese business ways, owing perhaps to their chaotic currency, are loose and accommodating.

But when it comes to large industrial enterprises, necessitating the employment of labour on a considerable scale, Chinese ideas of organisation are fundamentally faulty, and their hand-to-mouth methods will not stand the test of adverse conditions. Any reserve of capital is apt to be sunk in investments of a highly speculative character, or in property which either cannot be realised on, when required, or is frequently found, on emergencies, to be already heavily encumbered with loans and mortgages.

The Chekiang Railway is a standing instance of the peculiar character of Chinese enterprises. Ever since its shares were first issued it has been called upon to pay interest on the paid-up capital long before it could even begin to earn enough to pay dividends. As its earnings are still at best little more than sufficient to serve as working capital, the company is compelled, year after year, to raise loans sufficient to pay interest at 7 per cent. on the whole of the capital invested, while annual calls on the shareholders in respect of the unpaid portion of their shares yield steadily decreasing amounts.

But the worst infirmity of particularly all large industrial enterprises organised and conducted by the Chinese themselves—though the same may probably be said of most Oriental nations—is the wasting and frittering away of valuable resources. These enterprises almost invariably attract a swarm of parasites whose endless small depredations, added to the sums wasted on their salaries, rob the main concern of any surplus vitality and reserve of forces which would enable it to meet emergencies when they occur.

This happens especially in the case of those modern concerns the management of which is still unfamiliar to the Chinese as business men. They are able to run large steamship companies with apparent success; but here they have gathered experience for many years past. But when it comes to factories and railways, which demand a large initial outlay of capital in the purchase of machinery, etc., from abroad, as well as the employment of a large amount of labour, their methods are amateurish, and usually prove themselves in a very few years to be hopelessly unsound. Yet

because similar undertakings when conducted by foreigners in China have in a good many cases shown very handsome results, the Chinese are apt to look upon untried means to profit and wealth.

They are also given to considering any large enterprise in which they have invested their money as affording excellent opportunities for individual profits to be derived from contracts for materials, as well as for salaries and appointments for friends and relatives. Experience, however, having repeatedly demonstrated to them that, under such conditions, success is not easy of achievement, it is now becoming increasingly difficult for would-be promoters of large schemes to persuade their richer countrymen to invest their surplus wealth in such enterprises.

The borrowing of foreign capital then suggests itself as a convenient way out of the difficulty, provided the money can be obtained without awkward conditions as to foreign management or control of expenditure. But while small loans, on more or less onerous conditions, are occasionally contracted with foreign lenders by Government officials, they are rarely obtained by less responsible parties. It happens sometimes, however, that orders for modern machinery are placed with foreign firms in China, who, after it has been delivered and set up, find considerable difficulty in obtaining payment for it. This has happened twice recently in Hupoh. To a certain extent, the foreign firms concerned only have themselves to blame when this sort of thing happens. Old and well established firms are not likely to be caught in this way; it is usually the smaller and younger concerns whose anxiety to place orders is apt to lead them to make contracts without sufficiently insisting upon those guarantees which time and experience have proved to be indispensable in order to secure sound business in China.

Public Companies

HONGKONG HOTEL COMPANY LTD.

NOTICE is hereby given that an Extraordinary General Meeting of the Hongkong Hotel Company, Limited will be held at the premises of that Company, Pender Street, Victoria in the Colony of Hongkong, on Saturday, the twenty-fifth day of Oct., 1913, at 12 o'clock noon when the following resolution will be proposed:—

"That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—

10a: "The Company shall pay a dividend, in respect of any existing or new shares of the Company, in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others."

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a second Extraordinary Meeting which will be subsequently convened.

Dated this 14th day of October, 1913.

By order of the Board of Directors.

J. H. TAGGART, Acting Secretary

Notices

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING OF MEMBERS will be held on WEDNESDAY, the 29th October Next, at 12 o'clock, noon, at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chester Road.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 15th Oct., 1913. 1913

MARTIN'S APIOL & STEEL PILLS

For Ladies

A French Remedy for all Irrregularities. Thousands of Ladies have kept a box of Martin's Pills in the house, so that on the first sign of any Irrregularity of the system a timely dose may be administered. Those who use them recommend them as the most efficacious and safe. All Chemists and Druggists sell them throughout the world, or write free for MARTIN'S Chemicals, Southampton, Eng.

MARTIN'S APIOL & STEEL PILLS

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.

London Office—40, Abchurch Lane, E.C. 4.

Branches: Bombay, Calcutta, Canton, Hankow, Hongkong, Kobe, Lyons, Manila, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Capital and Surplus Gold \$100,000,000

RESERVE FUNDS: Sterling \$15,000,000

Silver 17,450,000

Reserve Liability of \$32,450,000

Proprietors—\$15,000,000

COURT OF DIRECTORS: S. H. Dodwell, Esq.,—Chairman.

Mr. D. Landale, Esq.,—Deputy Chairman.

G. Friesland, Esq.,—E. Goetz, Esq.,—C. S. Gubbay, Esq.,—P. H. Holyoak, Esq.,—W. L. Laurence, Esq.,—G. R. Plummer, Esq.,—Hon. Mr. E. Sherrin, Esq.,—H. A. Siebs, Esq.,—CHIEF MANAGER: Hongkong—N. J. Stabb, Esq.,—Shanghai—A. G. Stephen, Esq.,—London—County and Westminster Limited.

Hongkong—Intro. est. Allowed.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ Per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up—Sh. Tael 7,500,000

Head Office—Shanghai.

Board of Directors—Berlin.

Branches: Berlin, Calcutta, Canton, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

Dresdner Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHEIDT, Manager.

Hongkong, 9th Oct., 1911. 12

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital—£1,500,000

Subscribed " " " " 1,125,000

Paid Up " " " " 582,500

Reserve Fund " " " " 415,000

BANKERS: Bank of England, London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

THE ALEXANDRA CAFE

Cannot be Better, if Equalled, for Bread, Cakes, Confectionery, Meals with Wines & Liquors.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital—\$15,000,000

RESERVE FUNDS: Sterling \$15,000,000

Silver 17,450,000

Reserve Liability of \$32,450,000

Proprietors—\$15,000,000

COURT OF DIRECTORS: S. H. Dodwell, Esq.,—Chairman.

Mr. D. Landale, Esq.,—Deputy Chairman.

G. Friesland, Esq.,—E. Goetz, Esq.,—C. S. Gubbay, Esq.,—P. H. Holyoak, Esq.,—W. L. Laurence, Esq.,—G. R. Plummer, Esq.,—Hon. Mr. E. Sherrin, Esq.,—H. A. Siebs, Esq.,—CHIEF MANAGER: Hongkong—N. J. Stabb, Esq.,—Shanghai—A. G. Stephen, Esq.,—London—County and Westminster Limited.

Hongkong—Intro. est. Allowed.

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ON FIXED DEPOSITS.

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For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

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A. R. LINTON, Manager.

THE ALEXANDRA CAFE

Cannot be Better, if Equalled, for Bread, Cakes, Confectionery, Meals with Wines & Liquors.

Exchange

Selling.	T/T Marks	303 1/2
T/T Demand	T/T Francs	251 1/2
30 d/s	On Haiphong	1 1/4 p.m.
60 d/s	On Saigon	1 1/2 p.m.
4 m/s	On Bangkok	77 1/2
T/T Shanghai	Buying.	
T/T Singapore	4 m/s. L/C	2 1/2
Private 30 d/s sight S'hai	4 m/s. D/P	2 1/2
T/T Japan	6 m/s. L/C	2 1/2
T/T India	30 d/s. S'ney & Melbourne	2 1/2
T/T Bombay	30 d/s. San F'co & New York	49 1/2
Demand Bombay	4 m/s. Marks	209
T/T Calcutta	4 m/s. France	237
Demand Calcutta	6 m/s. do	239
Demand India	Bar Silver, ready	28 3/16
Demand Manila	forward	28 1/16
T/T San F'co & New York	Gold Leaf per tael	52.60
T/T Java	Bank of England rate	57
	Sovereign	\$10.00

Subsidiary Coins. Opium Quotation. Aug. 15.

Discount per \$100. Malwa, New, \$3.550 per picul.

Chinese... 20 cts. pieces 88 1/4 % Malwa, Old, 3.500

Chinese... 10 " 88 5/8 Patna, New, 4.305 per picul.

Hongkong... 20 " 86 1/2 Patna, Old, 4.250

Hongkong... 10 " 88 1/4 Benares, New, 4.200

Benares, Old, 4.000

SHARE REPORT.

S-SELLERS SA-SALE B-BUYERS

STOCKS & PAID UP VALUES. CLOSING QUOTE. DIVIDEND AND DATE.

Hongkong & S'hai \$125 { \$790 a. £2 at ex 1/11/13 equal to \$20.31 for 1/2 year ending 30/6/13

MARINE INSURANCE. Canton \$50 345 s. \$18 for 1913

North China \$5 1137 1/2 b. Final of 10 p.c. making 20 p.c. for 1911

Unions \$100 \$795 b. Final of \$20 making \$50 for 1911 and Interim of \$30 for 1912

Yangtze \$50 \$195 Final of \$12 mak. \$15 for 1911 & Int. of \$3 for 1912

China Fires \$20 \$154 b. \$10 for 1911

Hongkong Fires \$50 \$375 b. \$27 for 1911

China & Manilla \$25 68 s. \$1 for 1906

Douglas Steamship \$50 \$33 1/2 s. \$2.50 for year ending 30/6/13

Steamboats \$15 \$28 1/2 s. Interim of \$1 for half year ending 30/6/13

Indo-China (Preferred) \$25 \$89 b. 6 p.c. for year 1912 on preferred shares

(Deferred) \$25 \$89 b. Final of 4/- making 6/- for year ending 31/12/12

"Shell" Transports £1 { £11 b. Int. of 1/- a/c. 1913

"Star Ferry" \$10 \$58 b. \$2 on 10,000 shares let issue \$2 on 10,000 " 2nd "

China Sugars \$100 \$98 b. \$1 on 10,000 " 3rd "

Luzon Sugars \$100 \$35 s. for year ending 30/4/13

Chinese Engineering £1 32/6 \$3 for 1912

Tronohs £1 46/3 \$3 for 1897

Rauha £1 63 1/4 b. Interim of 3 1/2 p.c. 8 2/5d per share. Coupon No. 1 account year 30.6.12

DOCKS, WHARVES, & CROUERS. Kowloon Wharfe \$50 \$88 s. Int. of 2/6 a. 1913

H.K. & W'pos Docks \$50 \$79 s. \$4.50 for year 1912

Shanghai Docks T. 100 \$7 \$1 final dividend for year 1911

Hongkong Wharfe T. 100 T. 109 b. Tis. 3 for 1912

LANDS, HOTELS & BUILDINGS. Anglo French Lands T. 100 T. 94 Tis. 6 2/5 10

Hongkong Hotels \$50 \$125 \$3 on old

